VOL. CCXV, No. 2802

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THE SPHERE, OCTOBER 24, 1953
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MOTOR SHOW NUMBER

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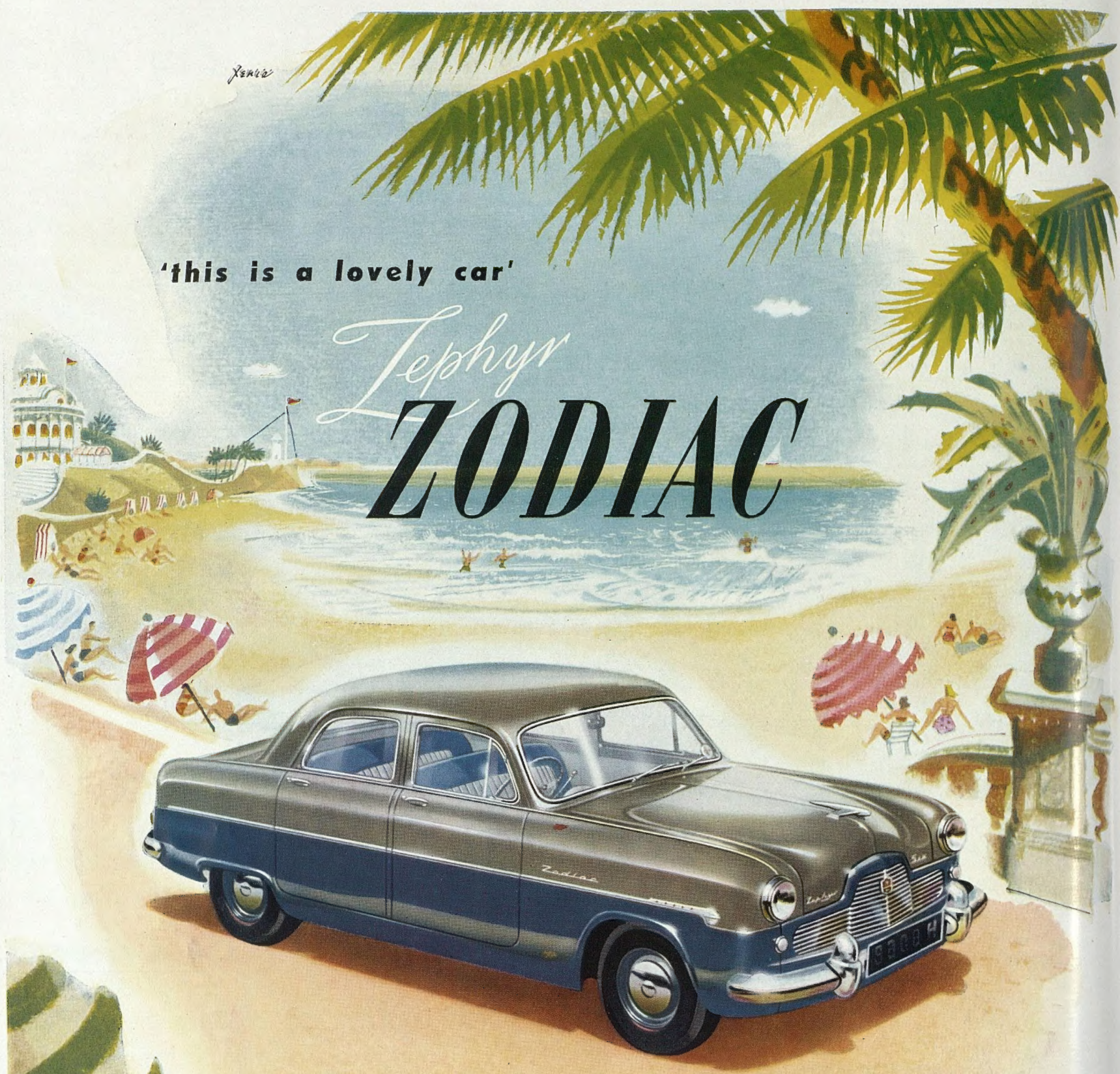

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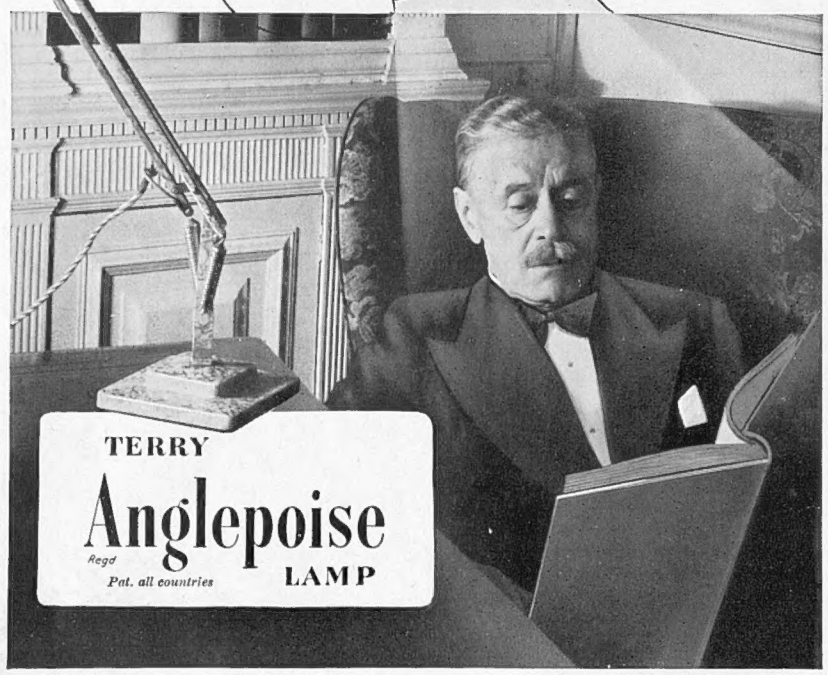

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May we send you our hand-bag catalogue ? It illustrates many 'Swan' Shoes and lists 'Swan' stockists town by town.

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10 feet - yet 2 inches long!

Translucent, greenish grey when alive. Delicate pink when cooked. With overcoats, heads and tails removed, you have

Youngs Potted Shrimps

A tea-time delicacy Cocktail Snack, Hors d'oeuvre.

YOUNG'S POTTED SHRIMPS *The Fisheries, Cartmel, Morecambe Bay*
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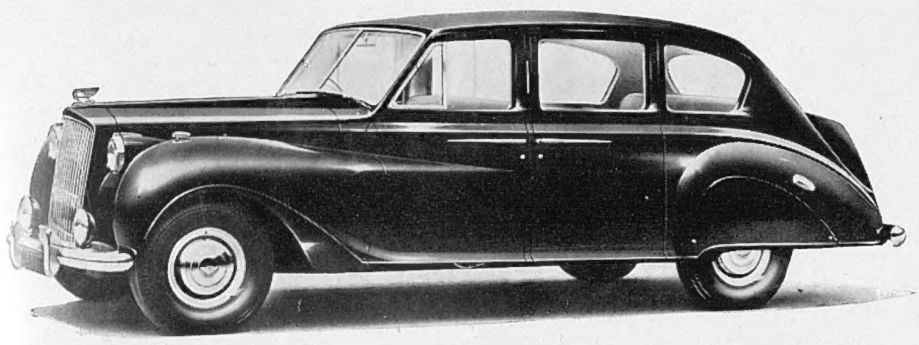

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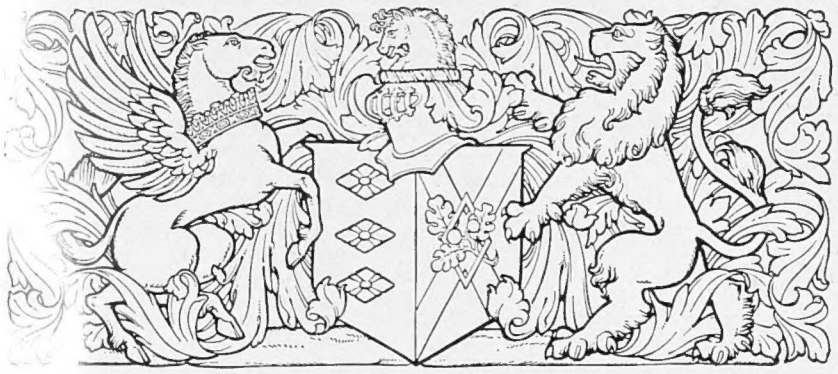

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Volume CCXV No. 2802

The SPHERE, London, October 24, 1953

The SPHERE

with which is incorporated THE GRAPHIC

STRIKE FIGHTERS OF THE FLEET—THE FIRST SQUADRON OF WESTLAND WYVERN TORPEDO-CARRIERS, WHICH THE DUKE OF EDINBURGH WAS DUE TO VISIT YESTERDAY, FLIES PAST BEACHY HEAD : A section of No. 813 Royal Naval Air Squadron, the first to be equipped with the new Wyvern torpedo-carrying naval strike aircraft, flies in formation over the Channel. The Squadron is based at the Royal Naval Air Station at Ford, in Sussex, which the Duke of Edinburgh was scheduled to visit yesterday. The Wyvern is one of the largest single-engined aircraft ever produced, and is the new strike aircraft of the Royal Navy.

One of the squadrons which the Duke of Edinburgh was yesterday scheduled to inspect at the Royal Naval Air Station, Ford, in Sussex, is No. 813 R.N. Air Squadron. This is the first squadron of Westland Wyvern torpedo-carriers, the forerunner of the Navy's great new striking force. The Wyvern first appeared in the Naval Review at Spithead, and was also much admired at the Farnborough Air Display. Eventually, it is to succeed the Blackburn Firebrand and Fairey Barracuda as a strike aircraft equipped with torpedo or other offensive weapons. The aircraft is powered by an Armstrong Siddeley turbo-prop engine, and thus becomes the first military turbo-prop aircraft to go into squadron service. It is also one of the biggest single-engined aircraft ever to be built. Alternatively to the torpedo, the Wyvern can carry a load of bombs, depth-charges or three mines and sixteen rockets, in addition to its permanent armoury of four 20-mm. cannon.

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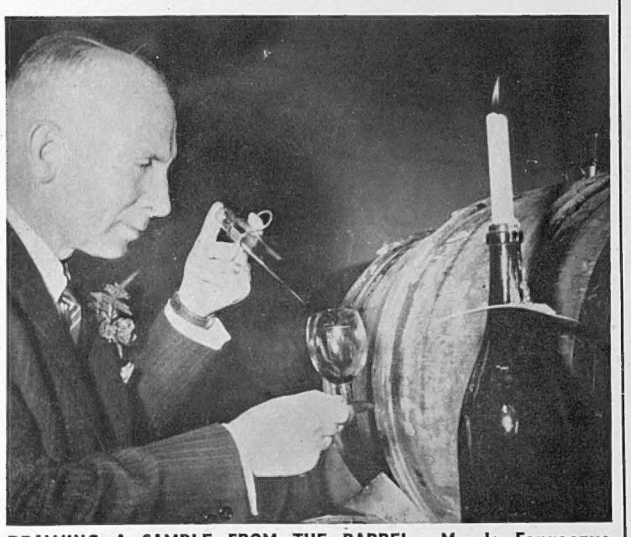
TASTING WINES BY CANDLELIGHT

SAMPLING THE WINES OF FRANCE: M. Brun (Chateau Lafite), M. Pierre-Ginestet (Chateau Margaux), and M. Weller (Chateau Haut-Brion), giving their verdict on some of the choice wines which were offered at the annual tasting of French wines held in the London cellars of J. L. P. Lebègue and Company. The tasting is an annual affair, and is attended by owners of some of the most famous vineyards in Bordeaux and Burgundy, who confer with leading members of the wine trade in this country.

Nowhere in the world—not even in France, the land of abundant wines and great wines—can so many different vintages be tasted side by side as at the annual three-day tasting held in the London cellars of J. L. P. Lebègue, where last week Mr. Guy Prince presided over his three-day annual gathering. It is for this reason that French guests, the leading growers and chateau owners, who come to London to show their wines, can be seen among the most interested tasters at some of the stands, availing themselves of the opportunity to taste the fine products of rival districts. Last year the big event of the tasting was a selection of all the vintage Margaux from the start of the century. This year special attention was focussed on five vintages of the first-growth clarets, and visitors were asked to participate in a blind tasting. Fine red burgundies, also burgundies in cask, were also offered, and guests were able to draw their own sample from cask.

EXAMINING A FIRST-GROWTH CLARET FOR COLOUR: Baron Elie de Rothschild (Chateau Lafite) at Lebègue's wine-tasting.



DRAWING A SAMPLE FROM THE BARREL: M. de Fonrocque Mercie using a velincher to pass the wine from a cask to his glass when sampling a rare Burgundy at Lebègue's.

RATES OF SUBSCRIPTION TO "THE SPHERE."

Orders for subscription to THE SPHERE *for dispatch to addresses at home and overseas can be sent direct to the Subscription Department,* THE SPHERE, *Ingram House, 195-198, Strand, London, W.C.2. The rates for 12 months, including Christmas Number, for Great Britain and Eire are £5 16s. 6d.; 6 months and Christmas Number, £3; 6 months without Christmas Number, £2 16s. 6d. For Canada the rates for the same periods are £5 14s., £2 19s. and £2 15s.; and for elsewhere Overseas £5 18s. 6d., £3 1s. 3d. and £2 17s. 6d. The terms are inclusive of postage.*

A London Newsletter

195-198, STRAND, W.C.2.

The Queen's Government.—Sir Winston put a stopper on the wishful thinking and muddled thinking of those supporters (and, of course, opponents) of his Administration who believe that Party advantage (on one side or 'tother) could be gained by a General Election this autumn or next spring. The sovereignty of Parliament may continue to decline, but *ipso facto* and *a fortiori*, "the Queen's Government must be maintained," and when that Government has a working majority, is doing pretty well in the difficult task of restoring our finances and morale, it is difficult to find anything sensible, let alone patriotic, in throwing it into the melting-pot, not least at a time when the Queen will be out of the country. Indeed, the idea was fantastic and unrealistic and as remote from practical politics as from patriotism. In these days of "higher education" and newspaper stunts, the silliest notions gain credence and have to be "killed" for the benefit or disappointment of the huge gullible majority, whose easily formed beliefs create public opinion on a score of important matters of which they know nothing at all.

Cheerful for Mr. Eden.—The week-end news bulletin following Mr. Eden's return to the Foreign Office was not calculated to please his doctors. It was so gloomy as to cause a *fou rire* in the family circle. There was not one gleam of hope from any quarter of the world. From Yugoslavia, from China, from Korea, from Persia, from Egypt, from British Guiana (Mr. Lyttelton's pigeon, predominantly) came promises of quick and nasty trouble, of bitter hate and acute misunderstanding, of racial and nationalistic threats to the world's peace, setting at nought all the hopeful forecasts that conferences and calm reasoning were smoothing out some of the world's tangles. Of course, words spoken by dictators to their own peoples are more heady than notes exchanged diplomatically or spoken round international conference tables. The dictator's job (if he would keep his job) is to keep the nationalistic pot at boiling-point, and the U.N. is the buffer State between cold and hot warfare. But that instalment of bad news was enough to justify a pessimistic view of "business done" in the last few months and of the worth of all the words spoken, the formulæ examined, and the interim progress reports issued. Mr. Eden's and Sir Winston's barks (which we all devoutly hope are not "frail barks") are newly "launched upon a sea of trouble," but not, we hope, "far, far beyond their depth." Not they, of course, "the little wanton boys that swim on bladders." Their job is to prick the bladders; but it won't be easy.

"DAWSON'S FISH" IS LANDED AT MIDNIGHT

THE FIRST SHIP TO ATTEMPT TO BREAK THE BAN ON THE LANDI[NG] OF ICELAND[IC] FISH AT BRITISH PORTS: The Icelandic trawler *Ingolfur Arno[son]* seen alon[g]side the north wall at Grimsby, carrying fish for Mr. [G]eorge Dawso[n]. Despite repeated appeals by Grimsby trawlermen of "Don't [t]ouch Dawson fish," the trawler's catch was unloaded at midnight and [th]e fish, mos[t] cod, was despatched to the Midlands, the north-west and Londo[n]. Mr. Dawson announced that two big groups of fish merchant[s] had promis[ed] to buy the catch. After seeing the fish Mr. Dawson said: "It won't [be] the cheapest fish in the shops—but it will be the best quality at the price." In addition to the ban on landing Icelandic fish, Mr. Dawson has [m]et opposition from other fish merchants—an opposition which has led [to] reductions in prices. The ban on the landing of Icelandic fish is due [to] the fact that Iceland has closed her fishing-grounds to British trawlermen.

Trieste.—If it 's to be "bag and baggage" for British troops, by all means let it be from Trieste or some other corner of a foreign field which is *not* "forever England." For seven years we have kept the value numerically of seven battalions garrisoning the city and the rest of Zone A, Trieste, and we and the Americans have had enough of it. It has not always been pleasant among supercharged and warring elements of nationalism, and if we helped to keep some sort of order, we have done nothing that justifies the hope—the large hope—expressed by the U.K. and U.S. authorities that the withdrawal will lead to a "final peaceful solution of the dispute." On the contrary, Russia points out that the decision violates the Italian Peace Treaty, and within an hour of the announcement, Tito had made it clear that such a pious hope was moonshine and the decision a certain cause of immediate crisis. But moonshine or no, the decision was welcome at first hearing to most of us who did not foresee the implications. A handful of foreign troops in Trieste cannot solve the problem of age-old racial bitterness, can do no more than help the police in the streets. They are badly needed at home and elsewhere, where we are reduced to playing hide-and-seek with a couple of effective battalions, when we are required to send troops to some point of urgent danger in the Empire, and must keep one token battalion as strategic reserve at home. In such circumstances, can any short- or long-term policy justify us in squandering the man-power of seve[ral] battalions in Trieste? Of course not, unless we clear[ly] see the probability of the decision opening the do[or] to another world war. Our Empire comes first, as Trieste is not our pigeon, though we are vital[ly] interested in its movements. But assuredly we wa[nt] to know if America foisted the decision on us.

The Duke of Bedford.—Endsleigh, t[he] Dukes' of Bedford home near Tavistock, is a love[ly] place, very remote and wooded. Below the beautif[ul] terraces the Tamar winds through salmon poo[ls] surrounded by woods, mysterious and inaccessib[le]. Here Lord John Russell of the Reform Bill spent [an] extraordinary number of days every year, even [in] his busiest. My grandfather was his private secreta[ry] then, and often wondered, as I do, how Lord Jo[hn] found time and energy for the long journey dow[n]. I found it a long journey in a modern car, but t[he] end of the journey justified the trouble. The place [is] paradise. Soon after the death in 1937 of the l[ate] Duke's mother (Mary, "the flying Duchess," as s[he] was called), his father invited me to write her li[fe]. It was published in two handsome volumes bound [in] morocco and superbly illustrated, with a third volu[me] on her bird-watching activities by another hand. T[he] publication was privately issued and distributed on[ly] to the Duke's friends. In truth, as I soon foun[d] the 11th Duke intended to write a good deal of t[he] book himself, and being a man who usually had h[is] way, he did so. He gave me facilities at Woburn a[nd] elsewhere to collect information about her from [all] who could help, but on one subject he allowed ve[ry] little information to go out—the education of his on[ly] child, the 12th Duke, now dead also. Miss Flo[ra] Green, who had come to Woburn from Germa[ny] where she had been responsible for some of the educa[-] tion of the Kaiser's sons, took charge of the boy a[nd] stayed on as companion to the Duchess, and later [to] the old Duke, and died in that service.

Miss Flora Green.—She could have t[old] a great deal about the Duchess's life and death a[nd] character, and a great deal about the 12th Duke's upbringing and relations with his parents, but s[he] was first and last the 11th Duke's friend and servan[t] and confidante, as she had been of the Duchess, a[nd] she told me only what the Duke instructed her to t[ell] me about his wife and his son. Miss Green was a woman of infinite tact and loyalty, and a very shrew[d] woman, too. But she was not able to make the boy's childhood a happy one and was not allowed to t[ell] me why. That the 12th Duke's political views, habi[ts] and philosophy were in part due and formed by a[n] unhappy childhood (for which no blame can be clear[ly] attached to any concerned in it—a matter of temper[a]ments) was clear. It is often due to an unhappy childhood that men born to great wealth and nurture in privilege and ancient traditions, react to the L[ab] or adopt opinions sharply opposed to those of the parents and environment, and the 12th Duke was ve[ry]

unhappy in his childhood and youth. For my part, I never have condemned, and never will, a man who adopts and consistently fights for unpopular creeds to his own disadvantage, even if that creed be pacifism in the very midst of a war for his country's survival. There are sometimes worse positions than being in "a minority of one." Does anybody alive to-day blame Arthur Ponsonby for his lifelong loathing of war? Like his parents, the 12th Duke was immensely knowledgeable as a field naturalist and zoologist, and that knowledge at least he learned at their knees and pursued all his life with their zest.

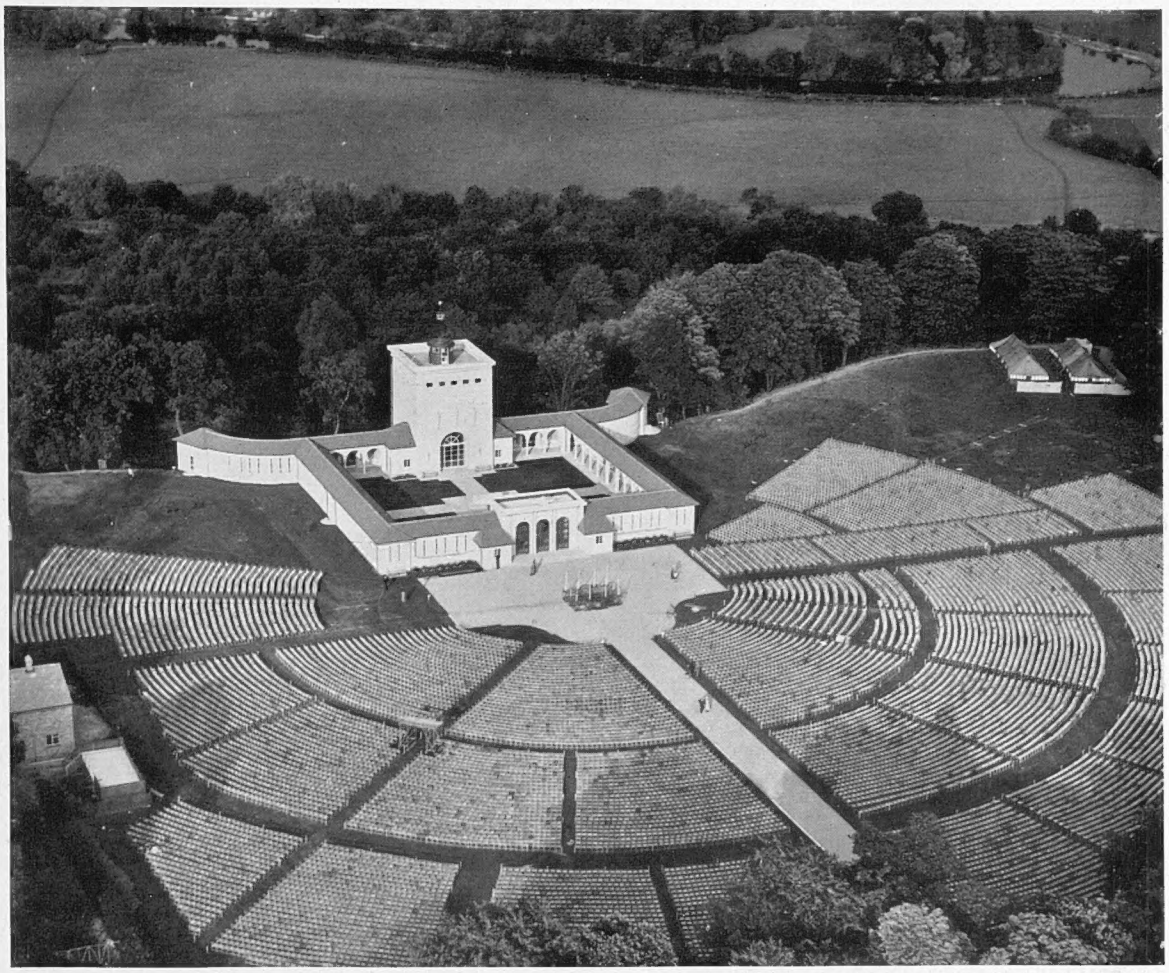
An Adventure (Psychic).—The other day a friend sent me the latest number of the *Journal of the Society for Psychical Research*. I am far from psychic, but my friend remembered that I had had an odd experience when near Culloden battlefield in April 1914. At that time I was passing through Culloden Station on a stormy morning and I saw very clearly a smoke-wreathed battle scene in the air with a long, ragged line of ragged Highlanders facing ranks of ordered troops (white predominating in the colour of their uniforms), and in front of the Highland line one tall man apparently shaking his fist at Cumberland's men. It was a very vivid picture and very clear in detail, and it still is so after forty years. My friend did not know another curious circumstance. Three years ago the late Lord Perth lent me a publication by the Roxburgh Society, in which was produced an old sketch of the battle done on the spot by Sandby, the water-colourist, who was, I think, then on Cumberland's staff. That sketch exactly confirms my 1914 vision, including the lone figure shaking his fist. This jolted me very much. The article in the P.R. journal which my friend asked me to read is a re-examination of the *Adventure* (1911), which describes how in August 1901 two ladies, Miss Moberley and Miss Jourdain, walking in *Petit Trianon*, saw, or thought they saw, the place as it was when Marie Antoinette was living there, with contemporary figures and setting. The writer, G. W. Lambert, C.B., supplies a theory which is new and interesting. In brief, he suggests that these ladies were "in contact" with the mind of one Antoine Richard, who, soon after the death of Louis XV and early in Marie Antoinette's occupation, was planning for her an "English garden." What the ladies saw was his plan, as it then stood, in his mind and on paper, on a certain day. Accordingly, any objects the ladies saw, which never, in fact, eventuated from his plan, would not nullify their vision. All they saw was the plan and the mind and the most recent experiences (including the horrid appearance of the dying King) of Richard on a certain day soon after the King's death. Well, it is an interesting theory that mental processes survive to float about the earth and to come casually in contact with the perception of living persons centuries afterwards. I don't know why Sandby and I should have "clicked" in a train passing Culloden in April 1914, or why we "clicked" at Culloden and not at Euston. But the theory is as flattering to my veracity as to Miss Moberley's, and she was a woman of calm and severe common sense, on the testimony of my Uncle, Bishop Gore, who knew her quite well. Moreover, it justifies belief in telepathy.

Kidnapped.—Of all the bloody crimes in which American toughs and gunmen lead the world, the kidnapping of rich men's children for ransom stands highest. The kidnapping should be easy stuff if long and carefully planned. The bereft parent is only too anxious to pay. The criminal's genius is chiefly required in getting away with the swag, and he can usually rely on the victim not to tip the police as to the time and place of the transaction until his child is safely back. That follows the receipt of the ransom, if the kidnapper has so much "honour" left him and if the child is still alive. Death is the penalty for this crime, if the criminal is caught. It should be—torture would be not too high—but all the kidnappers detected do not suffer death. I should suppose that every parent with a good income must to-day quake with anxiety over the Greenlease case, for indeed whose child can be regarded as safe unless locked perpetually in a fortified bedroom? As a trivial side-issue, one may wonder how many men in those still wealthy United States can find a quarter million at shortest notice to pack in easily-negotiable form in a suitcase.

Life in Pennsylvania.—A very old friend of mine wrote to me recently from Pennsylvania where "the old ways" survive longest and where English habits and customs were appreciated and followed long after most of America had "improved" on them. "The other day [he wrote] some friends were here and we were talking of the New World. Of all the people we knew, we could not count more than twelve, old and young, who had a regular chauffeur. Most of the big houses which have not been sold to the Catholic Church have been torn down and very, very few of the young people, and, in fact, as few of the middle-aged, keep a maid." My old friend is an octogenarian. He was a very rich man, having inherited and realised a substantial fortune in real estate, and having profited by the system of "percentage leases" in shop property. What he writes suggests that the economic blizzard and taxation have hit wealthy Americans nearly as hard as English, and the efforts to adjust life and liquidate white elephants have gone the same way. The Roman Catholic Church must be well endowed to this day. It seems capable of absorbing white elephants wherever available.

THE OLD STAGER

THE SCENE ON THE EVE OF THE OPENING OF THE RUNNYMEDE MEMORIAL



AN AERIAL VIEW OF THE RUNNYMEDE MEMORIAL TO MISSING AIRMEN OF THE BRITISH COMMONWEALTH, SHOWING SOME OF THE 25,000 SEATS WHICH HAD BEEN SET OUT FOR THE RELATIVES OF THOSE WHOSE NAMES ARE INSCRIBED ON THE MEMORIAL, IN READINESS FOR LAST SATURDAY'S OPENING BY THE QUEEN: The great shrine, built on a spur of Cooper's Hill, overlooks an historic reach of the Thames. Recorded on the walls of the Cloisters embracing the shrine and central building are the names of 20,455 missing airmen. There are fifty-two chapels in the Cloisters, each with two windows in the form of open stone books. On the coffered ceiling of each chapel are emblazoned the coats of arms and badges of the Air Force Squadrons. (*See* also pages 132-33).

BISHOPS OF THE PROVINCE OF CANTERBURY IN CONCLAVE AT WESTMINSTER

THE ARCHBISHOP OF CANTERBURY ADDRESSING THE UPPER HOUSE OF CONVOCATION AFTER HIS SPEECH TO THE FULL SYNOD, IN WHICH HE REVIEWED THE CHURCH'S ATTITUDE TO MANY ASPECTS OF INTERNATIONAL AFFAIRS AND REFERRED TO TOLERATION IN RELIGION: This was the scene at Church House, Westminster, as Dr. Fisher addressed his fellow Diocesan bishops of the Southern Province of England at the October Session of Convocation. Reading from top left down the table, round and up the right-hand side, then continuing down the table on the right, the prelates are the Bishops of Gloucester and Winchester, the Archbishop, the Bishops of London, Derby, Oxford, Rochester, Lincoln, Bristol, Coventry, Norwich, Salisbury, Southwark, Worcester, Ely, Exeter, Hereford, Portsmouth, Peterborough, Guildford, St. Albans, Chelmsford, Truro, Birmingham and Lichfield. During the meeting of the Upper House the Bishops debated a motion proposing that special prayers for divorced people should be admissible in the Church of England. In his presidential address Dr. Fisher referred to religious tolerance and persecution in Europe and said that it had to be recognised that "in past and present history a Church claiming more than its due may try to advance the Kingdom of God by the employment of political force and by the denials of just liberties." Dr. Fisher then went on to say that there were "oppressions and denials of just liberties which lie at the door of the Roman Catholic Church itself." Since the report of the speech, Dr. Fisher has been accused by Roman Catholics of making "vague charges," while the publication of a pamphlet regarding Roman Catholic propaganda and referred to by the Primate in his speech, "represents a lowering of intellectual standards in the Protestant Church."

THE GREAT CLOISTER MEMORIAL ON THE CREST OF COOPER'S HILL, ABOVE THE FIELDS OF RUNNYMEDE, FACED BY A CONCOURSE OF PILGRIMS AS THE QUEEN DEDICATED T SHRINE TO 20,455 AIRMEN OF THE COMMONWEALTH FORCES OF THE LAST WAR WHO HAVE NO KNOWN GRAVES: When Her Majesty the Queen had unveil the entra doors, the memorial cloister was dedicated by the Archbishop of Canterbury. Built by the Imperial War Graves Commission, the shrine stands on a spur wh overlooks the spot where King John signed Magn Carta in 12 Last Saturday nearly 25,000 relatives of the fall n attended unveiling and dedication, 2,000 of them comi from overs After the official ceremony, there began the lo pilgrimage relatives through the memorial building. Tho sands of th had brought flowers, some elaborate wreaths a others sim bunches, and they were often laid as close as possible particular names cut in the stone embrasure of the shri At night-time the memorial was floodlit. Las Sunday the grimage continued, and thousands of people tra led by road Runnymede, the police estimating that more th 1,000 cars hour arrived during the day, starting very early n the morni

PILGRIMAGE TO RUNNYMEDE

A GREAT CONCOURSE OF RELATIVES OF T FALLEN SEE THE QUEEN UNVEIL THE MEMORIAL 20,455 MISSING AIRMEN OF THE COMMONWEAL

THE QUEEN WALKS THROUGH THE CLOISTERS OF THE SHRINE ON COOPER'S HILL AND PLACES HER WREATH IN POSITION: In the picture *on the left* Her Majesty is wal with Mr. Edward Maufe, the architect of the shrine. The windows of the cloister are long and narrow, deeply set in a stone wall, and from these windows pro the stone pages bearing the names of the 20,455 missing airmen. On the coffered ceiling of the cloisters are emblazoned the badges of the various squadro

AT THE DEDICATION AND UNVEILING: *Left*—The Queen, followed by the Duke of Edinburgh, as she passed through the throng of relatives of the fallen. With Her Majesty is Vice-Admiral Sir Martin Dunbar-Nasmith, V.C., vice-chairman of the War Graves Commission. *Right*—The dais from which the inauguration took place. The Duke of Edinburgh and the Duke of Gloucester are seen behind the Queen, who faces the guard of honour and the doors of the shrine. The Queen opened the shrine doors with a silver key presented by the architect. The site on Cooper's Hill was presented for the memorial in 1949 by Sir Eugen and Lady Effie Millington Drake.

THE DEDICATION OF THE AMERICAN AIR FORCE MEMORIAL PORCH AT CHELMSFORD CATHEDRAL

THE BISHOP OF CHELMSFORD BLESSING THE CATHEDRAL'S RENOVATED SOUTH PORCH AS A MEMORIAL TO THE MEMBERS OF THE AMERICAN AIR FORCE WHO SERVED IN ESSEX DURING WORLD WAR II: Standing with their backs to the camera are Major-General F. H. Griswold (deputising for the American Ambassador) and Field-Marshal Lord Montgomery, who unveiled stained-glass windows on the east and west sides of the porch. *On right*—Lord Montgomery walks to the microphone to make an address. The renovation of the porch, which includes a new floor, a new inner door, new benches and new windows in the library above the porch, has been sponsored by the English Speaking Union. On the floor are inscribed the words "Essex and America 1942-45."

CLOSING THE DUIVELAND GAP : Work in progress on the great dyke at Ouwerkerk, which must be closed before the autumn gales spring up if the island of Duiveland is to be protected. All other gaps in the Dutch defences are now closed, and the task of land reclamation proceeds apace, making good the terrible damage done during the gale on February 1, 1953. Closing the Ouwerwerk dyke is particularly complicated as the tides at this point sweep in with great force, cutting away the dyke foundations.

HOLLAND BATTLES ON

IN THE FIGHT AGAINST FLOOD HAVOC, ALL BUT ONE GAP IN THE DEFENCES IS CLOSED

In the great storm tide of February 1, 1953, as Holland calls her flood disaster, the worst flood visitation in the Netherlands since that of St. Elizabeth's Day, 1421, one-sixth of the country's land was inundated, and it was estimated at the time that nearly 300,000 people were driven from their homes.

Costly though the catastrophe has proved, Holland has none the less seen a silver lining to the dark cloud of disaster which has hung over her.

Her huge industrial organisation, covering the manufacture of almost every possible commodity, is intact, and her factory

(*Continued above on right*)

DRAINING THE POLDERS OF THE ISLAND OF SCHOUWEN : These pumps are working night and day to remove the water which lies behind the now-closed dykes. The pumps at Burgsluis are the most powerful of their kind. The engine-house, it will be seen, is situated on the inner side of the dyke.

On right—

A PUMPING INSTALLATION NEAR DEN OSSE, IN WESTERN SCHOUWEN : This is one of two 30-ton pumps which are helping to free the flooded areas stretching away in the background. Farms on Schouwen are still under water and a great deal remains to be done.

(*Continued from below on left*)

population of over 1,650,000 workers is still on full time. Her ever-growing production for export faces no shortage of materials, power or finance. The great harbours of the country are for the most part untouched, although Rotterdam and Flushing were temporarily affected, while apart from a setback in the Dordrecht area her shipbuilding yards were also able to carry on.

As for her tourist industry, the inundated islands were hardly on the sightseeing route at all, and so with these saving factors Holland has been able to set about restoring her land, sure in the knowledge that the blow she has suffered is not a crippling blow. She is, in fact, counter-attacking vigorously.

How the task is being accomplished was described at some length in a special feature in THE SPHERE of August 8 and of September 5. The pictures on these pages amplify the earlier pictures, showing the work of the dyke-builders, who are now engaged in closing the last gap in the defences, a gap made difficult to deal with by reason of the fierce tidal currents.

Four Ministries are concerned in the immediate work of reconstruction, those of Transport and Waterways, Agriculture, Housing and Social Welfare. The first of these, which has had the task of closing the breaches in the dykes, has achieved the astonishing feat of closing in five months every gap but one and removing the floodwater from the land behind.

That land is now being handed back to the farmers by way of the Ministry of Agriculture. The task of bringing the inundated acres back to productivity is a long and a hard one, but by no means as difficult as most Dutchmen imagined it would be, thanks to the recent discovery that calcium sulphate, or gypsum, is a most powerful agent in undoing the effect of sea-water on agricultural land.

Owing to gypsum, nearly all the reclaimed land is now under crops. Barley, wheat and sugar-beet are growing well on these lands, and if the crops are not very good in the first or second years, they should at least be normal in three years.

STILL AGROUND ON SCHOUWEN: All efforts to get the Finnish steamer *Bore VI* back into the seaway have proved fruitless up to date. Equipment is seen piled up round her as engineers prepare to build a wooden sleigh beneath the hull. When this is completed it is hoped to drag the ship down to the sea.

THE WOOMERA BOMB

THE FIRST ATOMIC EXPLOSION TO BE HELD ON THE AUSTRALIAN MAINLAND

BRITAIN'S BIG BANG IN AUSTRALIA: This picture was taken 1,000th of a second after the bomb had been detonated. It was the first atomic weapon to be exploded on the mainland of Australia and marks the completion by the British physicists, scientists and engineers working under Sir William Penney, of the final stage in the sequence from nuclear reactor to atomic weapon. Within seconds of the bomb being exploded, telegrams were sent to the British and Australian Premiers telling of the operation.

A FEW SECONDS AFTER THE DETONATION—THE FIREBALL BREAKING THROUGH THE CLOUD OF SMOKE: The bomb exploded at Woomera had relatively small fissile content and so the explosion was not so great as that of the bomb exploded last year in the Monte Bello Islands. The photographs on this page were radioed from Australia.

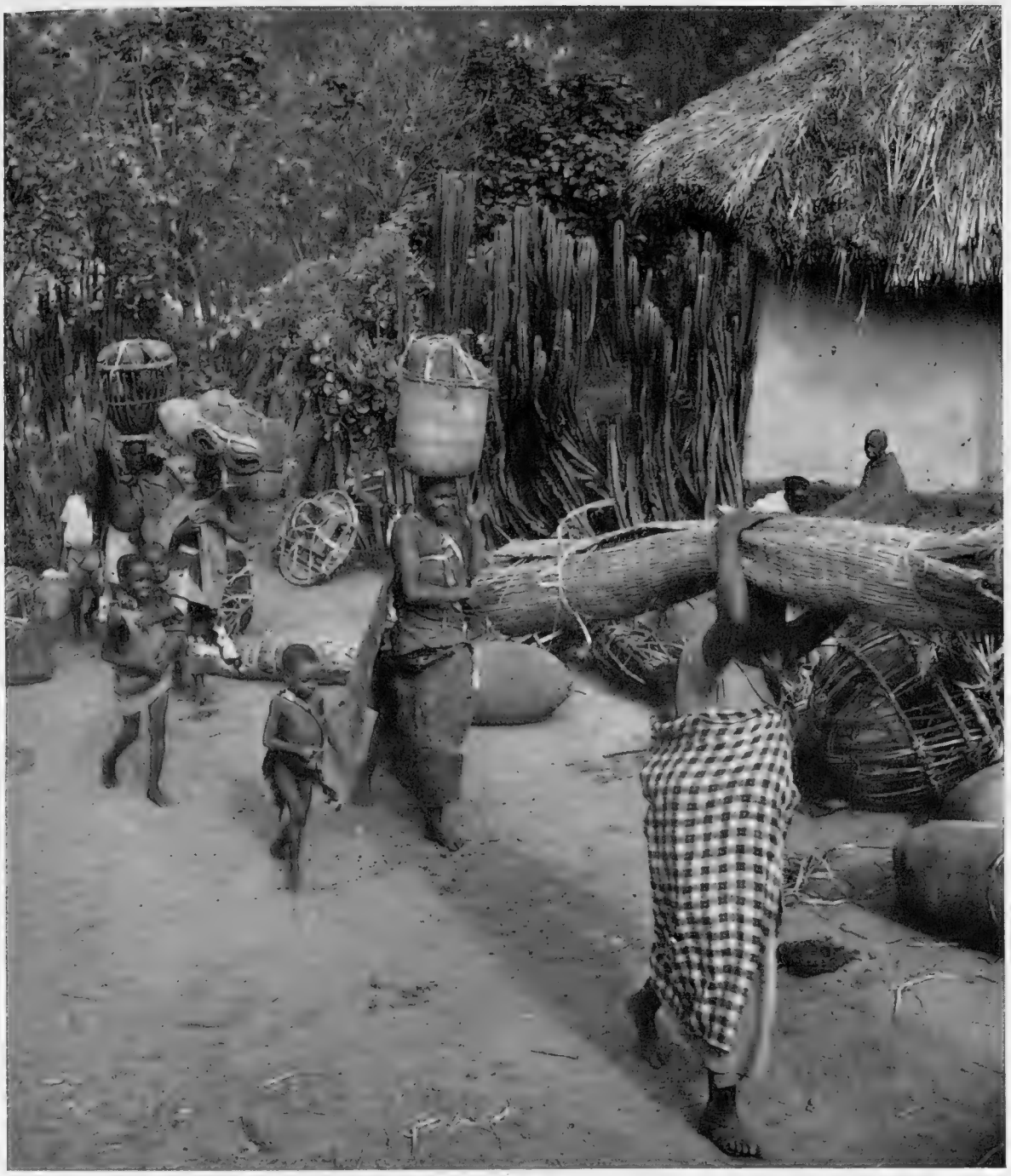
THE ATOMIC CLOUD BEGINS TO TAKE ON THE FAMILIAR MUSHROOM SHAPE: It was not until 55 seconds after the explosion that observers stationed 14 miles away heard the noise, which was accompanied by a strong pressure wave. Two distinct bangs were heard, one following a few seconds after the first.

The most important feature of the weapon exploded at Woomera last week was that the bomb was small enough to be classed as a weapon. This means that it could probably be carried by a light aircraft or even fired from a gun. From eye-witness accounts the development of the atomic cloud after the detonation was conventional, although the actual severity of the explosion was slightly smaller than the one held in the Monte Bello Islands last year. This was due, Sir William Penney explained, to the smaller amount of fissile content. Within ten minutes of the detonation, aircraft were flying into the radio-active zone, and parties of scientists were making their way to the scene of the explosion.

The weapon, which was exploded from the top of a tower, left no crater, but everything within half-a-mile radius was destroyed. "Guinea-pig" aircraft and vehicles parked outside of this circle appeared to be intact from the air, but one light aircraft was on fire.

ONE MINUTE AFTER THE EXPLOSION: The wind has now caught the column of smoke and dust, and it begins to drift to the north-east. Observers used welder's dark glasses while watching the test in order that they would not be blinded by the brilliant glare of the initial explosion.

TEN MINUTES AFTER DETONATION: The staggered remains of the once-mushroomed shape of the atomic cloud are seen against the background of the rising sun.



ANOTHER BAKIGA FAMILY LEAVES ITS HOME FOR NEW LAND IN UGANDA: The children join on at the end of the line as another small community migrates northwards from the Kigezi district to the more fertile land near Lake Edward. The Bakiga have been living in the south-west corner of Uganda, near the Belgian Congo volcano belt. The voluntary mass migration is being carried out because of land erosion in the Kigezi district.

A MASS MIGRATION IN UGANDA

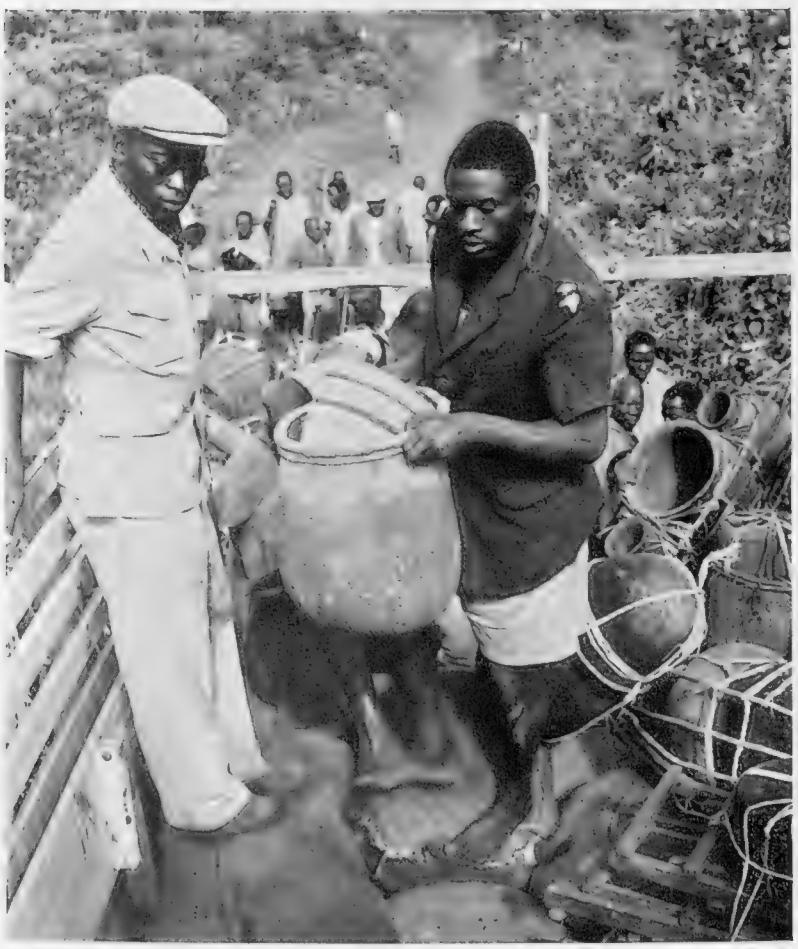
A Tribe of 400,000 is Being Voluntarily Transported Northwards to the More Fertile Lands of Lake Edward

In the south-west corner of Uganda, bordering on the volcanoes of the Belgian Congo, lies the picturesque district of Kigezi. The country is full of steep little hills which build up gradually to the imposing volcanic ranges behind them. A quick glance at these hills shows that they are all being farmed, often right to the top. And in the valleys the plots of land are old and worn out. For in Kigezi live something like 400,000 Bakiga, a Uganda tribe which is almost daily augmented by wandering natives from Ruanda Urundi. Statistics show that in seventeen years the population among the Bakiga has grown by 75 per cent. As a result, the Kigezi district, already over-farmed, can no longer support the tribe. It was for that reason that the tremendous project of moving the tribe farther north, to the fertile bush country which slopes down towards Lake Edward, was begun in 1946.

Before the new settlers could take up this land, game had to be driven out, and the guards killed 1,000 buffaloes and 100 elephants in the process. At first the Bakiga were suspicious of the vast scheme of voluntary mass-migration, and it took officials eighteen months to convince the tribal chiefs that such a move was necessary in view of the soil erosion and the over-population of their present land. The first 100 volunteers travelled, in April 1946, 70 miles by lorry to inspect the new land, and when the road came to an end they walked. Half the party took up land there and then, the others were dubious.

Economic events and the facilities offered in the new land, however, have convinced a large number of the Bakiga that a move is in their interest, and in the past few years the migration has gained momentum steadily. By now, well over 20,000 have moved, and every day another family or village collect their personal belongings and pile them on the lorry that takes them to the "promised land." New roads have been built there, advice and practical assistance is given to the pioneer farmers, health clinics have been established. The new settlement has been acclaimed by the Bakiga as their new country, "Rukiga Ensya." Officials have gained the confidence of the tribe, and their support for the move, for everything is done voluntarily and with the consent of the chiefs.

In Kigezi the main crop that is grown is millet, but in the new area the Bakiga are encouraged to grow other crops such as sunflowers and cassava. Some even go in for tobacco and coffee, though not yet on any considerable scale. As an agricultural project, the migration of the Bakiga is of great interest. Thousands of farmers are given a new start in a new country whose fertile resources still remain untapped; while those that remain behind in Kigezi are assured of constant help in conserving and renourishing the soil on which they still depend. As an example of voluntary mass-migration the move of the Bakiga is yet another social phenomenon on this amazing continent.



A BAKIGA HAS TO FACE HIS PACKING PROBLEMS: An emigrant looks around for somewhere to stow his belongings on the lorry that is to take him to the more fertile country around Lake Edward, nearly 100 miles away. Every morning Bakiga families move by lorry to the new territories.

MAKING THE LONG JOURNEY TO THE LORRY THAT WILL TAKE THEM AWAY: A family, carrying their personal possessions, make the long trek across country that leads them to the nearest road, where the lorry will be waiting to take them north. They bring with them all their paraphernalia, including cooking-pots, baskets, and grindstones.

b

A MASS MIGRATION IN UGANDA

IN THE NEW SETTLEMENT BAKIGA MENFOLK BEGIN BUILDING: The men are at work on a house, which will be almost completed by the time their womenfolk join them from Kigezi. In selecting the land for resettlement, which the men call their "new land," the officials have had to ensure that there was a plentiful supply of building poles.

THE OLD MAN LEAVES FOR A NEW LIFE IN A NEW PLACE: The sixty-year-old head of the Ruzayo family carries his load as he leads his family of thirteen to the lorry.

THE PICTURESQUE BUT UNFERTILE COUNTRY OF THE BAKIGA: One of the old settlements clinging to the steep hillside 8,000 ft. above sea-level. The areas have been overcrowded and overfarmed; in some places there have been as many as 720 people per square mile.

THE EMIGRANTS ARGUE ABOUT WHAT GOES ON THE LORRY FIRST: Amid a jumble of household belongings a discussion takes place as to which shall have priority on the lorry. Travelling to the new settlement involves a difficult journey over very hilly country and muddy roads.

A CLINIC IS PROVIDED IN THE NEW SETTLEMENT: The local government authorities have provided amenities for the new settlers like this clinic. Miles of new roads have also been built in the territory.

THE COUNTRY OF THE BAKIGA IS OVERSHADOWED BY VOLCANOES : This view of the Kigezi valleys shows the intense cultivation of the hillsides. In the background are the volcanoes which mark the boundary between Uganda and the Belgian Congo, with Mahavura on left. The Bakiga are comparative newcomers to Kigezi, otherwise this land would have been badly eroded long ago. Their predecessors in Kigezi were cattle farmers, whereas the Bakiga have usually grown maize or millet on their land.

A FAMILY LEAVES KIGEZI FOR THE LAST TIME : The lorry taking them to the new and more fertile land on the slopes of Lake Edward moves off. On board are a Bakiga family, who wave farewell to the members of the tribe they leave behind. In the past seven years, more than 20,000 Bakiga have moved, and the migration gains momentum every day. In the new territory land has been made available to demonstrate to the immigrant farmers how to make the best use of the virgin soil.

A PICTORIAL SURVEY OF THE FOREIGN NEWS

RECENT EVENTS IN EUROPE, KOREA, AND THE UNITED STATES

FRENCH FARMERS PROTEST AGAINST FALLING PRICES : A road-block erected by demonstrators holds up traffic near Aubusson, in the Creuse Department. Much dislocation of traffic was caused in Central France when irate farmers staged protests against the falling prices of cattle which, they say, are now reflected in the price of meat. However, the one-day "peasants' revolt" passed off without serious incident, for already farmers in many districts were wavering in their support for the demonstration as a result of the Government's last-minute decision to buy 5,000 tons of meat. Security Guards finally removed the road-blocks built up from farm-carts and implements. This protest recalls similar disturbances by the French wine-growers of the Languedoc in August.

GENERAL NEGUIB CARRIES ON BUSINESS FROM HIS SICK-BED : The Egyptian leader sitting up and talking to Major-General Abdel Hakim Amer, Commander-in-Chief of the Egyptian Armed Forces, when the latter visited him in Alexandria, where Neguib fell sick in the course of a visit, suffering apparently from general fatigue and kidney trouble. Neguib's illness occurred at a time when the Canal Zone talks were nearing a decisive phase. He has been represented in these talks by Dr. Mahmoud Fawzi, the Egyptian Foreign Minister, and Major Salah Salem, who is the Minister of National Guidance.

A GERMAN CONSTRUCTION FOR OVERCOMING THE PROBLEMS OF BLOCKED ROADS CAUSED BY AVALANCHES : This is one of the giant slides which have been built at various places along the Walchensee Lake road to protect traffic against rock avalanches from the steep, wooded hills above. Each year from autumn to spring the much-used road became so dangerous that on some occasions it had to be closed entirely. Now rock and snow avalanches are encouraged into these giant slides, which lead across the busy thoroughfare and into the lake. Walchensee, 4½ miles long and 3 miles wide, is situated in Bavaria, north of Innsbruck.

A CAUSE CÉLÈBRE IN FRANCE—MAURICE WEIL DELIVERS HIS DENIAL : The main witness seen with hands outstretched as he gave his testimony before a Justice Court in Paris in the case of Paul Auriol, the son of the French President, who is suing Robert Dupuy for false testimony. Paul Auriol is seated towards the left (with his right hand held to his head), and Robert Dupuy is seated in the foreground on the right, with his lawyer, Jean-Louis Tixier-Vignancourt, standing behind him. Dupuy is alleged to have said that Auriol used his high position to influence a scrap-iron deal. Maurice Weil is alleged to have given the facts to Dupuy, but when Weil took the stand he denied any part in the matter and the court was thrown into an uproar.

On left—

THE PASHA OF MARRAKESH FLIES TO PARIS : El Glaoui seen on arrival at Orly Airfield, where he was greeted by Simone Berriau, an old friend, who is the manager of the Antoine Theatre in Paris. The Pasha flew to Paris from Casablanca on what was described as an unofficial visit. The recent activities of this Moroccan feudal overlord have brought him world-wide prominence, for it was largely through his manœuvres that the Sultan was deposed and sent in exile to Corsica. El Glaoui is a friend of Alphonse Juin, Marshal of France.

THE NORWEGIAN PRIME MINISTER VOTES IN THE GENERAL ELECTION : Mr. Oscar Torp, the Norwegian Prime Minister, casting his vote at Tonsberg, in Southern Norway, during the General Election. The Labour Party has increased its votes and retained its majority as a result of the election, but the revised electoral system has meant that Labour's majority is only four over all other parties ; previously it was twenty. Labour has 77 seats in the new Parliament, and they and the Conservatives, with 26 seats, have maintained their position. The Liberal Centre Party (15 seats) and the Communists (4) suffered heavy losses, while the Agrarians (14) made a slight gain. The new Parliament which was elected for a period of four years will meet for the first time in January next year.

THE BRITISH AMBASSADOR PRESENTS HIS CREDENTIALS AT THE KREMLIN : Sir William Hayter, second from right, the new British Ambassador in Moscow, is seen at the Palace of the Supreme Soviet when he presented his credentials to Mr. Tarasov, on his right. Mr. Tarasov, who is Deputy President of the Presidium of the Supreme Soviet, was deputising for Marshal Voroshilov, President of the Presidium. Marshal Voroshilov has not been seen at public functions for some weeks, and it is rumoured that he has recently been ill.

TROUBLE ON THE BROOKLYN WATERFRONT : Vincent Mandano, a docker, is being carried away by his friends as a scuffle develops between dockers and police in New York. Mandano suffered a crushed left foot when he was pinned between a mounted policeman's horse and a car. Fighting started when two lorry-loads of dockers braved a shower of bricks thrown by supporters of "Tough Tony" Anastasia, and then proceeded to unload a freighter which Anastasia's men had refused to touch. Anastasia is at present the subject of two inquiries, one by a Federal grand jury, into work stoppage at Brooklyn and the other into unfair trade union practices.

AN AMERICAN TANK READY TO SAFEGUARD INDIAN TROOPS IN KOREA : A tank is pointed south, away from the Freedom Gate Bridge which leads to the demilitarised zone in Korea. This tank, manned by Marines, is one of several which have been placed in strategic positions south of Panmunjom to guard Indian soldiers, supervising released prisoners of war, from any interference by South Korean forces. President Syngman Rhee has always expressed his opposition to the presence of Indian troops in South Korea, and on more than one occasion he has threatened to oppose them with South Korean forces. Meanwhile, North Korean prisoners of war refusing repatriation have staged demonstrations against Communist "indoctrinators" and Indian forces.

SIBELIUS IS PRESENTED WITH A STIPENDIUM BY A FINNISH SHIPOWNER : Jean Sibelius, right, the great Finnish composer, is being congratulated by the shipowner, Mr. Antto Wihuri, who presented his prize for the outstanding composer of any country. The presentation was made in the presence of the President of Finland, Mr. Paasikivi. Mr. Wihuri's award, which will be made annually, is worth £11,610. A number of other grants were made at the same time to Finnish artists, writers and musicians.

On right—

THE DISASTROUS AIR CRASH IN FRANKFURT : Part of the wreckage of the Belgian Convair passenger plane smouldering among the trees after it had crashed shortly after taking-off from the Rhine-Main Airport, near Frankfurt. All forty-four people on board, who were on their way to Brussels, were killed, among them Sir George Franckenstein, the former Austrian Minister in London, and Lady Franckenstein. Initial reports say that the plane developed engine trouble immediately it took off, and had difficulty in leaving the airfield. The plane started to turn as if to land again, but then lost height rapidly and burst into flames on crashing into woods near by.

THE SITE OF THE WORLD'S RICHEST DEPOSITS OF URANIUM IN THE AUSTRALIAN DESERT: The workshops at the head-frame over the shaft at Rum Jungle, in Northern Australia. In 1949 a prospector, John White, accidentally stumbled on some uranium-bearing ore. Now the area, at one time considered quite desolate and beyond redemption, has been developed by the Australian Government and promises to be the richest uranium-bearing territory in the world. During his recent visit to Australia, Lord Cherwell conferred with the Prime Minister of Australia and Government officials with a view to guaranteeing supplies of uranium for Britain.

A HEAP OF ORE AWAITS TREATMENT AT RUM JUNGLE: When the ore has been mined, it must be specially treated and the uranium extracted from it. The first treatment plant will shortly be completed at Rum Jungle. At present much of the ore is sent from the near-by port of Darwin to the United States for treatment.

CONDITIONS ARE STILL PRIMITIVE AT RUM JUNGLE: The tents of the workers of the uranium mine. Far removed from the comforts of civilisation, they have been tucked away from the intense desert heat amongst the scrub gum-trees.

THE SEARCH FOR URANIUM

RUM JUNGLE

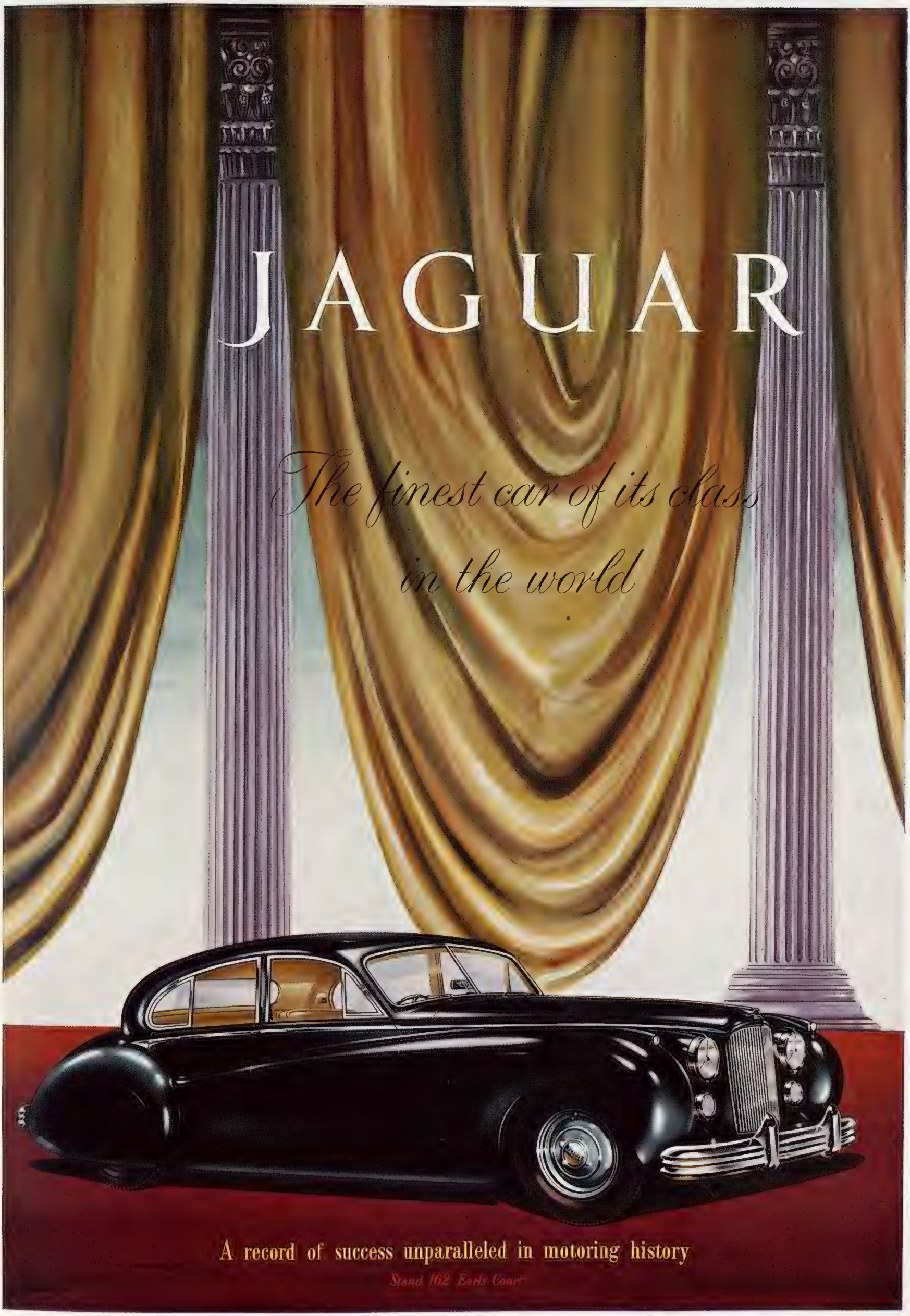
What was Once a Deserted Old Mining Area in Northern Australia is Now the Centre of Vital Interest and Great Activity

THE MINE THAT WILL PLAY A DECISIVE PART IN THE ATOMIC FUTURE: At the entrance to Rum Jungle is a signpost proclaiming that the mining area is restricted. Many of the locations in and near Rum Jungle are kept secret.

In the inhospitable Northern Territory of Australia, some forty miles to the south of Darwin, lies an area which promises to be the richest uranium field in the world. Rum Jungle is now a reserve of 168 square miles, at present only inhabited by a few hundred miners, technicians and geologists; yet within a short time this heavily-guarded area is expected to be a large, flourishing town, working twenty-four hours a day, which may be the salvation of the sparsely-populated desert of the Northern Territory. Responsible for this phenomenal transformation is uranium. As the development of atomic energy progresses, the need for uranium becomes ever more urgent and its value increases. Rum Jungle is not merely a town that enjoys a temporary boom: its prosperity is likely to continue for a long time.

As so often happens, the actual finding of the uranium in the area was by pure chance. John White, an itinerant mineral prospector, was going out to hunt kangaroos when his foot struck a piece of rock which he did not recognise. He took the trouble to have it identified. The Australian Government soon realised what the find of that piece of uranium-bearing ore meant: it was not long before a number of enterprises had established themselves at Rum Jungle, sharing in the rich rewards which the Federal Government was offering for each new find and each handful of ore. John White sunk his first shaft, a shallow affair which he dug out with spade and fork. His first bucket-load showed him he was not far off the Government's top £25,000 reward. Since then Rum Jungle has developed considerably. That first shaft is now 500 ft. deep; and miles around new deposits of the ore have been discovered and are being bull-dozed and mined. And this is just a beginning; once the processing plants are established, the turnover of ore mined will be multiplied. At present the ore is still being sent to the United States for processing, but very soon the Australians are expected to have their own plants.

Mr. Alan Moorehead, in his recently-published book about Australia, *Rum Jungle* (Hamish Hamilton), described the buoyancy among the miners. "They carried about with them an atmosphere such as you sense in a casino after someone has had a big win: the feeling that wealth is just around the corner, a thing of chance, and if someone else can touch it, why not you?" Wealth is indeed just around the corner, not just for the miners, but for the whole of the Northern Territory, perhaps for the whole country. As Mr. Moorehead points out, "it was, of course, an incredible piece of luck that the uranium deposits should have been discovered alongside a road and a railway, with an airfield and water supply near by, and a deep-sea port at Darwin only an hour away." It might just as well have been several hundred miles inside the desert. As it is, the future of Rum Jungle, and indeed Australia as a whole seems assured as long as atomic energy remains a vital force in the world.


JAGUAR
The finest car of its class in the world
A record of success unparalleled in motoring history
Stand 162 Earls Court

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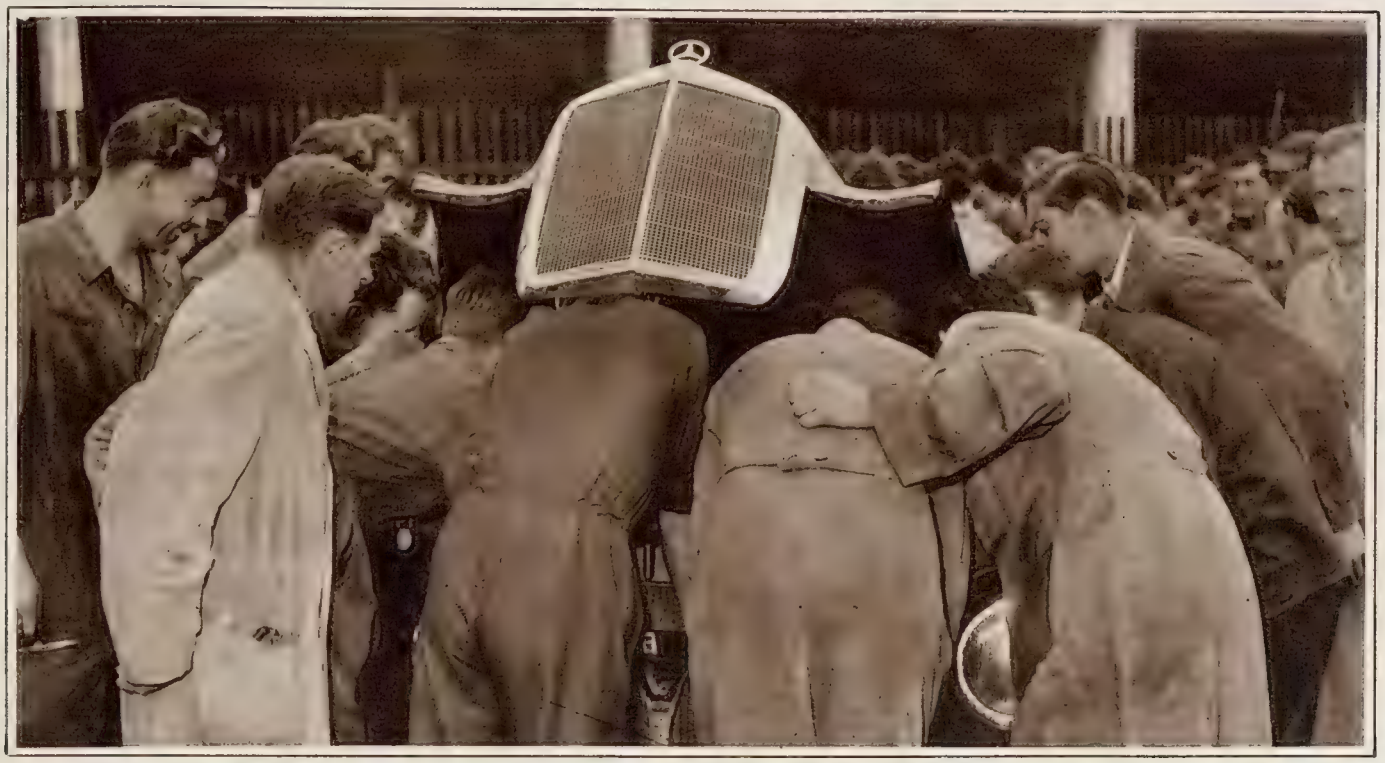
"Royal James on silver Thames doth swim"

BY APPOINTMENT TO THE LATE KING GEORGE VI MOTOR CAR TYRE MANUFACTURERS

When James VI of Scotland was proclaimed King of England, Scotland, France and Ireland (as James I) the citizens of London made splendid preparations for his coronation and for the pageantry of his Royal procession from the Tower of London to Westminster. But when the time of coronation drew near, the plague — forerunner of the terrible Black Death of 1664-1666 — visited London, bringing death to many hundreds every week. For this reason, the procession was cancelled and King James proceeded to the Great Hall of Westminster by barge. The details of his Thames journey are best imagined from a poem by one Henry Petowe, entitled "England's Caesar."

"Thousands of treasure had her bounty wasted,
In honour of her king to welcome him:
But, woe is she! that honour is not tasted,
For royal James on silver Thames doth swim.
The water hath that glory — for he glides
Upon those pearly streams unto his crown,
Looking with pity on her as he rides,
Saying, 'Alas, she should have this renown!'
So well he knew that woeful London loved him,
That her distress unto compassion mov'd him."

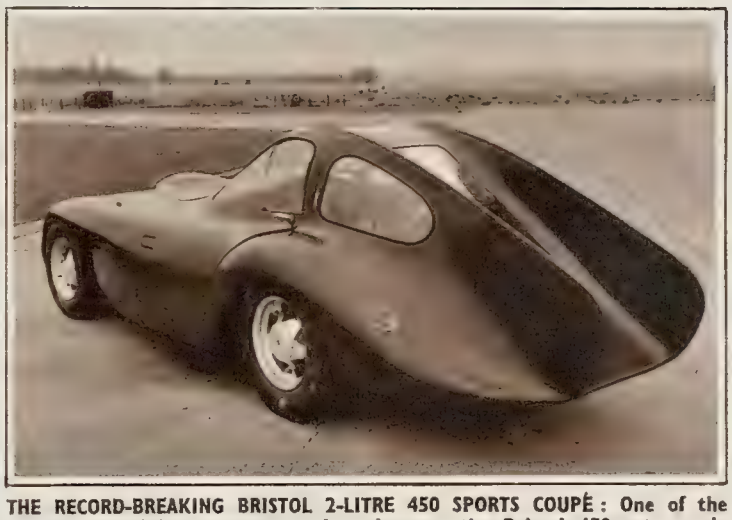
PAINTED BY FREDERICK GRIFFIN FOR **DUNLOP**



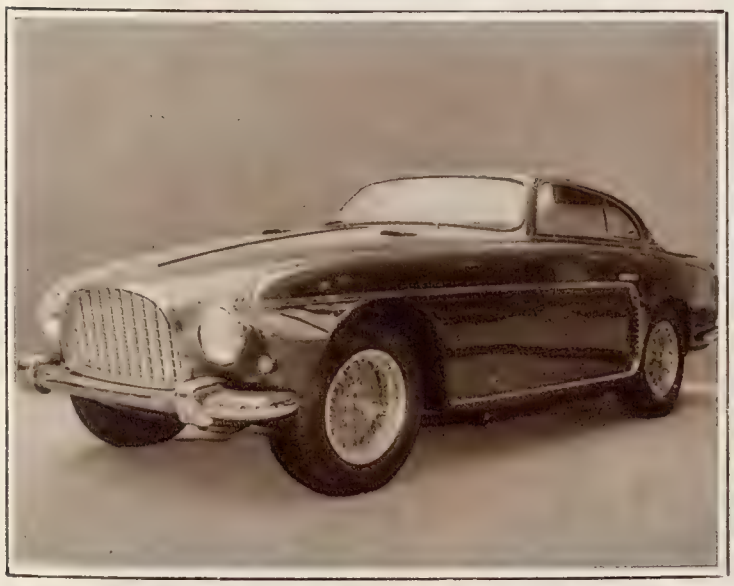
TAKING A CLOSE LOOK AT THE NEW MERCEDES 180 : Mechanics at the Mercedes-Benz plant in Munich delve into the mysteries of the new model. The Mercedes 180, which is on show at Earl's Court, is a streamlined touring car which incorporates the Daimler-Benz front suspension support. It is a more spacious version of the Mercedes 170 S, and its low bonnet allows the driver to see the front wings. It is a 4-cylinder car, with a maximum speed of 78.4 m.p.h. and a fuel consumption of 32.5 m.p.g.

Some New Ideas in Motoring

A PLASTIC CAR ON SHOW IN PARIS : This Reac plastic car was built by a Moroccan company and was one of the features of the Paris Auto Show. The merits of the plastic body have been much under discussion. The body weighs about 79 lb., without the cockpit, which can be detached. The car is fitted with a Panhard Dyna engine of 850 cc., which develops 5,500 r.p.m., and has already won several races in North Africa.

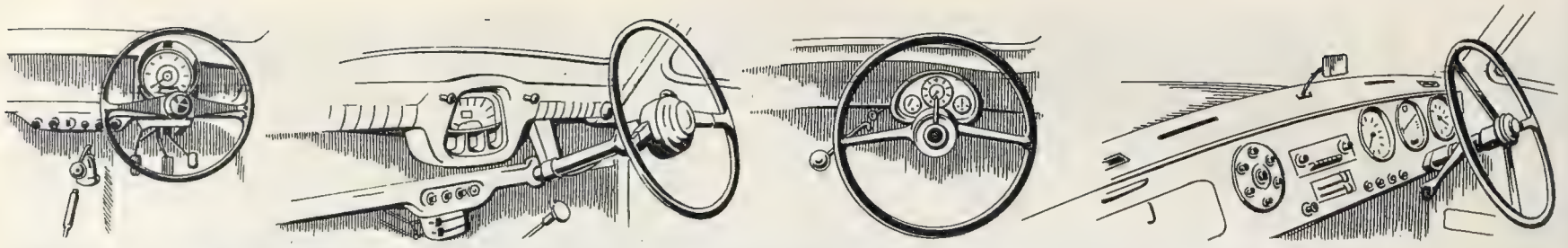


THE RECORD-BREAKING BRISTOL 2-LITRE 450 SPORTS COUPÉ : One of the most striking sports cars in existence, the Bristol 450 set up six international Class "E" speed records at Montlhéry, Paris, early this month. The 2-litre car, driven by Jack Fairman, did 200 miles at an average speed of 125.87 m.p.h. The body is aerodynamically-styled, and its low lines terminate in twin stabilising fins. The front of the car has built-in headlamps, a wide engine air intake and twin ducts providing cooling air direct to the brake-drums. This is a racing car, and close attention has been paid in design to the problem of cutting down time wasted in pit stops.



THE NEW 3-LITRE FERRARI COMBINES SPEED WITH LUXURY : This luxury sports model has a body specially built by Vignale. The new 3-litre Ferrari was recently exhibited at the Paris Auto Show.

CITROËN'S NEW SMALL CAR, THE 2 C.V. CONVERTIBLE SALOON : This sturdy four-seater car is shown in this country for the first time at the Motor Show. The body of the Citroën 2 C.V. has a fabric top which can be partially or completely opened. The seats are of light tubular construction, and the upholstery consists of padded covers on rubber sprung webbing. The 2-cylinder, 9-h.p. saloon car costs £398, plus £166 19s. 2d. tax.



EVIDENCING THE NEW TRENDS IN INSTRUMENT GROUPINGS: Adequate visibility through the steering-wheel has been the main consideration of the designers of these dashboard lay-outs. On the left is the Standard Eight; second from left is the Austin Seven; second from right is the Ford Anglia; and on the right is the 3-litre Lagonda.

THE MOTOR SHOW OF 1953

It Will Probably Go Down in Motoring History as the Show which Paved the Way for Cheaper Motoring, and the Baby Cars Have Come Into Their Own Once Again

BY "THE SPHERE" MOTORING CORRESPONDENT

IT is a long time since we had a more interesting Motor Show. And it will probably go down in British automobile history as the Show that paved the way for cheaper motoring. It is a Show in which the baby cars have come into their own again, and the price cuts announced a few weeks beforehand in respect of nearly a dozen well-known models of famous marques—Rover, Austin, Humber, Sunbeam-Talbot, Wolseley and Allard—are a very significant sign of the times.

Until the 50 per cent. purchase tax on cars has either been removed or drastically reduced there can, of course, be no glib talk of "motoring for the masses." And there would also have to be a considerable pruning of the 2s. 6d. a gallon petrol tax before a large section of the population could think of running a car even if it costs a great deal less to buy.

But from the ordinary motorist's point of view, the outlook is very much brighter now that the buyer's market has really come back; now that the prices of imported raw materials are coming down; and now that the economic benefits of production at near-maximum capacity—with overheads spread over a large output of cars—are beginning to be reflected in retail prices.

Up to the time of writing, it was left to the Ford Motor Company to provide the No. 1 sensation of the Show with their announcement of a "popular" model, which won back for the Dagenham firm the traditional distinction of building Britain's cheapest car.

It was a distinction recently captured from them by Sir John Black when he launched his new Standard Eight at £339 (£481 7s. with tax). The new Ford Popular is offered for the incredibly low list price of £275, and costs only £390 14s. with tax added. And so, in spite of the vicious tax, British motorists can now buy a new car for less than £400.

It is, of course, the old Anglia with the old Prefect engine. In other words, it is the Prefect-engined "export" Anglia stripped of much of its chromium and otherwise modified, though not to the point of austerity as seen in France's 2 c.v. Citroën, shortly to be assembled in Britain.

The Anglia's seats have been altered, and though they are probably cheaper to build, some people think they are, in fact, more comfortable than the old ones. The headlamps are smaller, the bumpers have an aluminium finish and there is a minimum of instrumentation: speedometer, ammeter and petrol gauge.

So the Ford Company now has a wide range, with its new Anglia (£511, including tax), new Prefect (£560 14s.), the popular 1½-litre Consul, the equally attractive 2¼-litre Zephyr and the new Zodiac, a de luxe model of the Zephyr costing nearly £100 more.

Another eve-of-the-Show surprise was the "unveiling" of the new two-door Austin Seven, with which Mr. Leonard Lord has undercut the price of the Standard Eight. The two-door A30 is offered at £335, plus £140 14s. tax, making a total of £475 14s. The list price is £4 less than that of the four-door Standard baby.

The overall price is £28 6s. less than that of the four-door A30. "Yet," say Austin's, "this low price has been achieved without any cut in the specification or standard of finish of the car. In fact, a number of important additions have been made."

The two doors are wide enough to permit easy access to the back seats when the front squabs are folded forward, and they allow for the fitting of much larger slide-down windows. Both front seats are 2 ins. wider, there is more headroom, knee-room when sitting in the back is more than 3 ins. greater, and under the redesigned dashboard there is now a deep parcel shelf running the whole width of the car.

Seats and door panels are upholstered in good quality leather cloth, the floor is carpeted and the roof is lined in washable fabric. The lid of the luggage boot now has a lock and handle, and the opening is 4 ins. larger all round. The four-door model, the price of which remains unchanged at £504, is also being turned out with the redesigned interior, fascia and boot. Both models are identical mechanically.

With the excellent little Morris Minor still being turned out in large numbers—it has the same engine as the A30 and costs a total of £575 17s.—four of the "Big Six" are now engaged in the "battle of the babies." And though there is nothing really unorthodox about either of them, neither do they follow a set design pattern.

The new station wagon model of the Minor is likely to meet with a big demand. It is an attractive-looking vehicle, comfortable to ride in when used as a passenger car for four people and capable of carrying a big load of cargo when the squab of the back seat is folded forward to give an increased area of flat floor.

The price is £422 10s., plus £177 tax, and there is a de luxe version for motorists willing to pay a little more (£622 6s.). There is, in fact, a de luxe model of each of the Morris cars—for the first time since the war. In the case of the Minor and Oxford the de luxe specification includes twin horns, heater, over-riders for the bumpers, twin visors and leather-covered seat cushions and squabs.

Like the Minor saloon, the 1½-litre side-valve Oxford and the 6-cylinder 2,215-cc. Morris Six continue unchanged. But the Nuffield Organisation is not without its new models. The new Riley Pathfinder and the new M.G. Magnette are, indeed, among the Show's outstanding exhibits.

Let me deal with the Pathfinder first. It replaces the 2½-litre Riley model which has been a familiar

(*Continued on page* 151)

THE M.G. 1½-LITRE MAGNETTE IS A FAST, FOUR-SEATER, MEDIUM-SIZED SALOON IN THE TRUE TRADITION OF THE MARQUE: It is powered by an overhead-valve 1½-litre B.M.C. engine of entirely new design, which develops 60 b.h.p. The new model is available in four colours—grey, green, black and maroon.

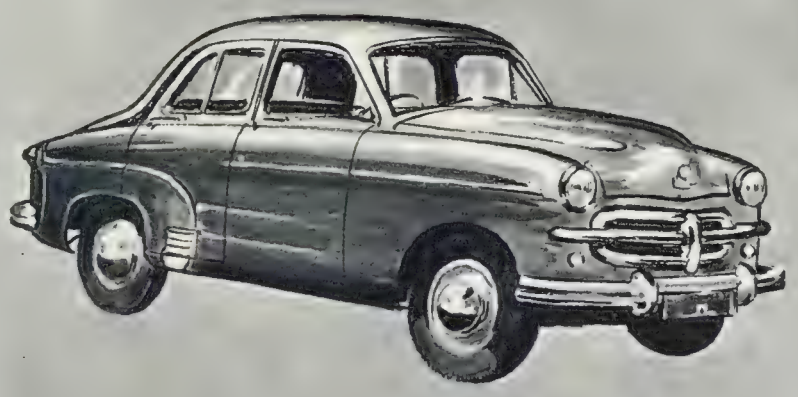
THE RILEY PATHFINDER, A FAST NEW SPORTS SALOON: This is an entirely new and spacious saloon of imaginative body design, and it is capable of a maximum speed under ideal conditions of more than 100 m.p.h. Drivers will appreciate the siting of the gear shift lever on the floor on the extreme right-hand side.

THE "BABIES" ARE THE HIT OF THE SHOW AND HERALD A PERIOD OF LESS COSTLY MOTORING: From left to right are shown the silhouettes of the two-door Austin Seven, the Ford Popular, which has regained for the Dagenham concern its position as the producer of Britain's cheapest car; the Morris Minor and the Standard Eight.

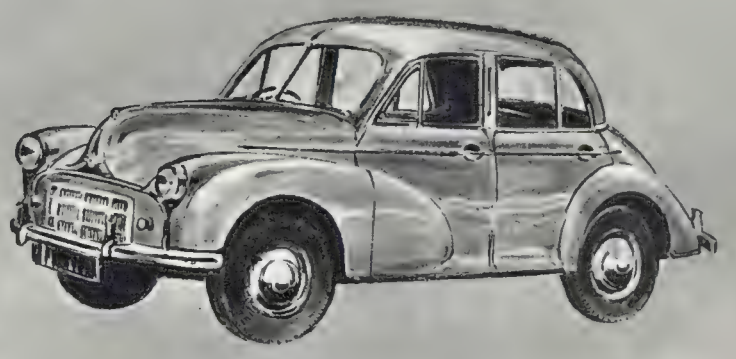
POPULAR FAMILY CARS

THE WOLSELEY 4/44

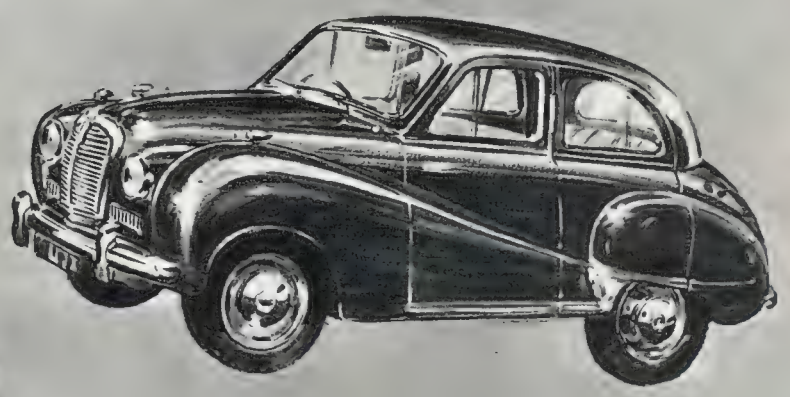
THE HILLMAN CALIFORNIAN



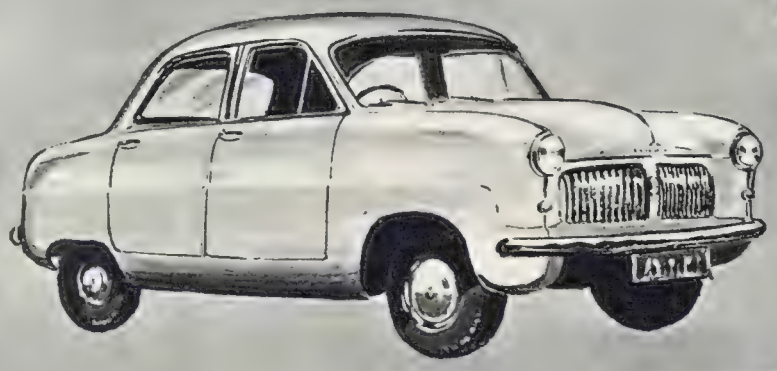
THE VAUXHALL WYVERN



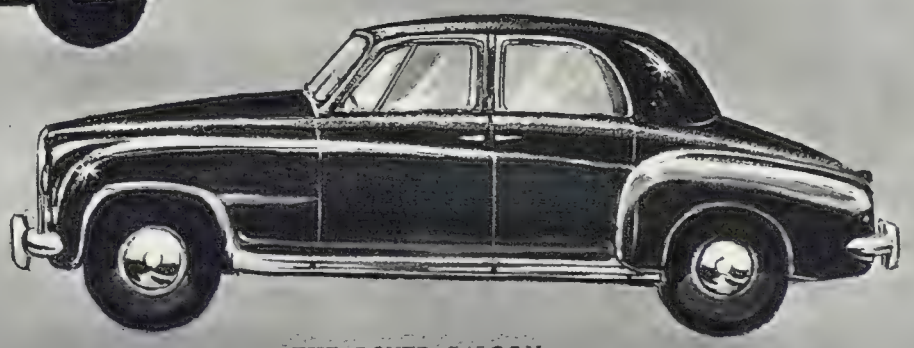
THE MORRIS FOUR-DOOR MINOR



THE AUSTIN A-40 SOMERSET



THE FORD CONSUL



THE ROVER SALOON

First in this gallery of popularly-priced cars is the Wolseley Four-Forty-four, which has already established a name for its beautiful styling and luxurious finish combined with good performance and reasonable economy. Built on the mono-construction principle and powered by a lively 1¼-litre o.h.v. engine developing 46 b.h.p. at 4,800 r.p.m., it is a medium-sized full four-seater saloon, with excellent all-round visibility. It was first introduced at Earl's Court in October 1952. The Californian, the latest addition to the Hillman range, combines the comfort of a saloon with the light airiness of a coupé. The chassis details are identical with the Hillman Minx. The Californian is available in dual-colour schemes. The Vauxhall Wyvern is built to the same dimensions and styled in the same manner as the Velox. It is distinguished from the latter by having plain hub-caps, body-coloured flashes on the front wings and a different badge. The main difference between the Wyvern and the Velox is in the engine size and the character of the performance. The year 1953 is a landmark in the history of Vauxhall's, who celebrate the fiftieth anniversary of the completion of their first car—a 5-h.p. single-cylinder model.

The Morris Minor Four-Door Saloon is another favourite. It represents the first engineering benefit resulting from the merging of the Morris and Austin groups in that it is powered with an overhead-valve engine designed to give greater economy in running. The Ford Consul, introduced in 1951 to satisfy the demands of home and overseas markets, has retained its popularity, and many will recall its sterling performance when it won the Tulip Rally.

The Austin A 40 Somerset is the same this year as last, but in common with the A 70 Hereford, there is a reduction in price. Changes in price have been made possible by listing certain items of standard equipment as optional extras. The lively performance and marked fuel economy of the Austin A 40 is made possible by the favourable power-weight ratio.

Finally, the Rover Saloon is of very special interest this year, two new alternative engines being announced by the company. Either a 4-cylinder 2-litre engine, the already-established 6-cylinder "75," or the 6-cylinder 2.6-litre are offered. The new 4-cylinder will be known as the "60," and the 2.5-litre 6-cylinder as the "90." With this range of engines, requirements of the large number of motorists who have been asking either for even higher performance or for economy with Rover quality will be met.

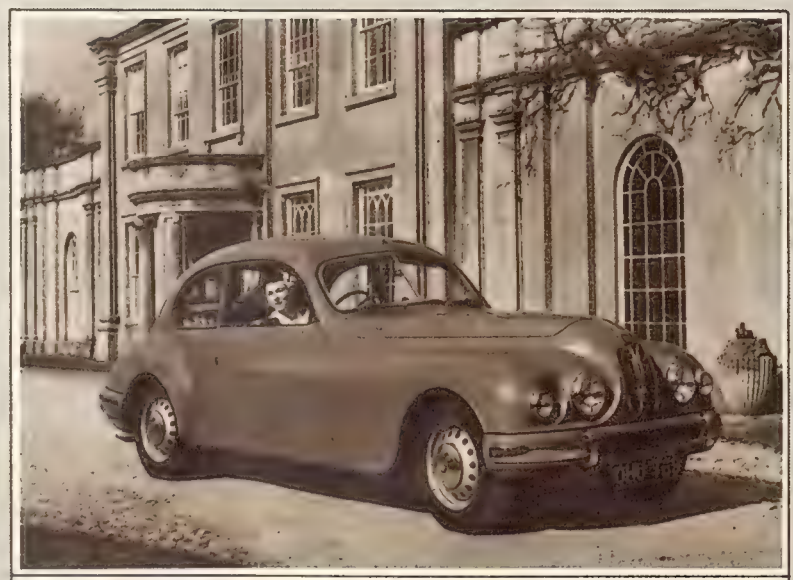
GLAMOUR on the ROAD

Some Elegant Models Reflecting the Motor Industry's Latest Achievements

THE FOUR-DOOR, SIX-LIGHT SPORTS SALOON BY FREESTONE AND WEBB MOUNTED ON THE BENTLEY CHASSIS: At Earl's Court the firm are exhibiting two coachwork designs on the Silver Wraith Rolls-Royce chassis and two designs on the Bentley chassis. The elegance of this sports saloon has been much admired.

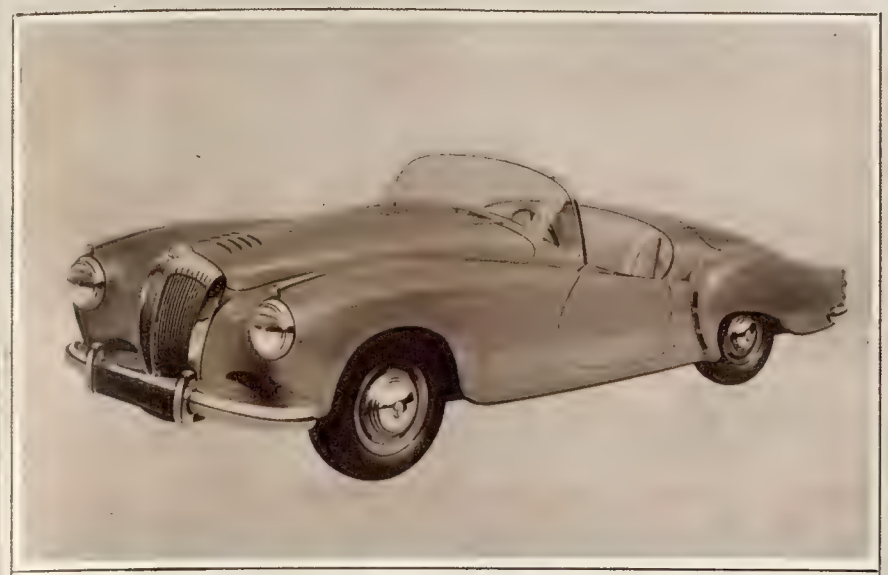
THE TWO-DOOR A.C. SALOON: A.C. Cars are continuing the production of the two- and four-door saloon and the sports tourer. Hand-tailored throughout, the coachwork reflects the best in British car craftsmanship.

THE ARMSTRONG SIDDELEY SAPPHIRE FOUR-DOOR, SIX-LIGHT SALOON: Independent front-wheel coil-spring suspension with trailing wishbones is one of the features of this car. The large luggage-boot is of 17 cubic ft.

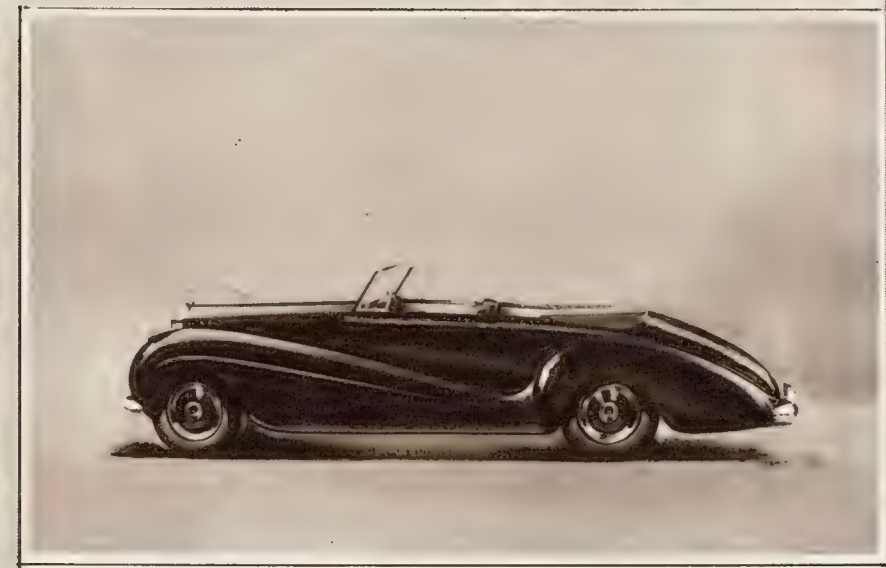


THE BRISTOL-TYPE 403 SALOON: Since it was first announced last May, the Bristol 403 saloon has won golden opinions. Its engine, the 100 A, is of considerably higher power than that of earlier Bristol power units.

ELEGANCE ON THE ROADS—THE JAGUAR MARK VII SALOON: Powered by the famous record-breaking Jaguar XK 120 engine, this car was exhibited at the Motor Show last year as the first new Jaguar saloon since the war.



THE DAIMLER CONQUEST ROADSTER WHICH IS ON SHOW AT EARL'S COURT FOR THE FIRST TIME : The Conquest is a two-seater model which, at the moment, is for export only, but it is expected to be available shortly for the home market.



PARK WARD COACHWORK ON A ROLLS-ROYCE SILVER DAWN CHASSIS : A drophead coupé design for five persons. The coachwork is of all-metal construction and the hood is power-operated. There is a two-speed windscreen-wiper.

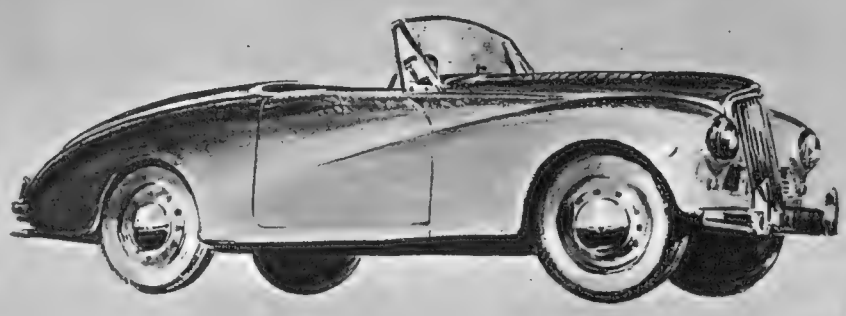
THE ALVIS 3-LITRE COUPÉ : This car has the same engine as the saloon model but has been fitted with a Tickford coupé body. One of the features of this car are the wide windows that give good visibility from all seats.

SIMPLICITY OF DESIGN IS THE KEYNOTE OF THE NEW LAGONDA 3-LITRE DROPHEAD COUPÉ : The main feature of this car is that all four wheels have independent suspension. The coachwork is in aluminium by Tickford.

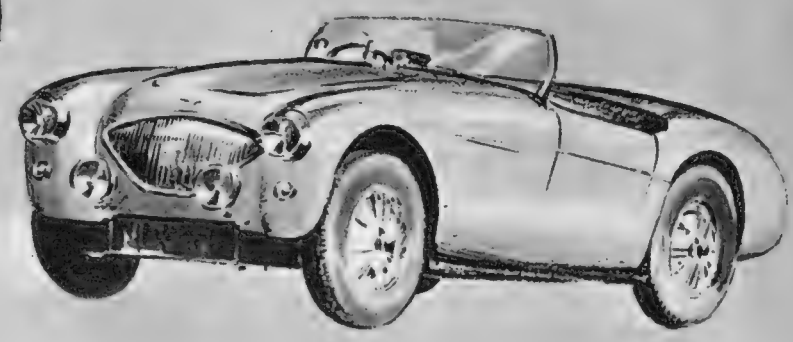
THE HUMBER PULLMAN LIMOUSINE MARK IV : This eight-seater model is designed as a chauffeur-driven car, but the Imperial model, which has no sliding panel division behind the driver's seat, is for the owner-driver.

THE SLEEK LINES OF THE NEW AUSTIN PRINCESS III : This is one of the four new models in the Princess range that are at present on show at Earl's Court. All four of this series of car have new frontal treatment.

PRODUCTION SPORTS MODELS

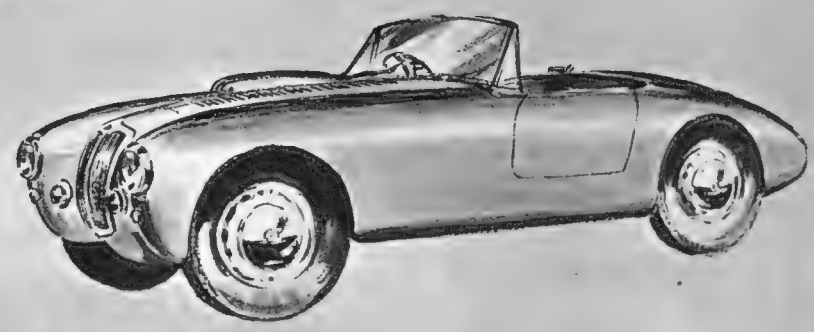


THE SUNBEAM ALPINE MODEL



THE AUSTIN-HEALEY

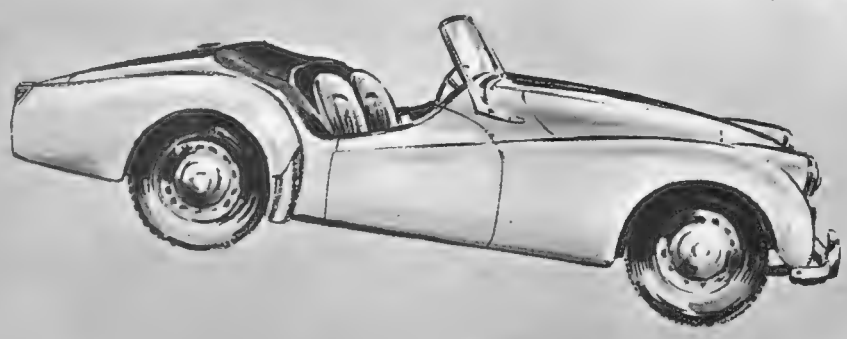
THE ASTON MARTIN DB 2-4



THE FRAZER-NASH TARGA FLORIO

THE JAGUAR XK 120

THE BRISTOL 404 SPORTS COUPÉ



THE TRIUMPH T-R 2 SPORTS CAR

—CAVENDISH MORTON—

Britain's rapid strides in high performance sports car production are nowhere better exemplified than in the new Sunbeam Alpine model, which is itself a development of the famous Sunbeam Talbot "90" model which has had such a spectacular success in recent years in the great International rallies. In the 1953 International Alpine Rally, at the first attempt, four Sunbeam Alpines won a Coupe des Alpes for finishing the Rally without a loss of marks. The Sunbeam Alpine was introduced a few months ago especially for the North American market, but it is now available also for the home market. The Aston Martin D B 2-4 is a new model based on the almost legendary D B 2, which has achieved such phenomenal successes in international competitions. The D B 2-4 has the same unexcelled handling qualities and comfort as the D B 2, but in addition furnishes two extra rear seats for children—or occasional seats for adults, together with an adequate and sensible luggage compartment. The maximum speed of the D B 2-4 is still well over 110 m.p.h. The Austin-Healey "100" is the world's fastest production car under 3 litres. Running on the Bonneville Salt Flats, in Utah, U.S.A., under A.A.A. supervision and driven by Donald Healey, the designer, this car has achieved a mean speed of 142.6 m.p.h. over one mile. The Austin-Healey "100" was introduced at last year's Earl's Court Motor Show. It has a 4-cylinder o.h.v. Austin A 90 engine of 2,660 cc. capacity. The Jaguar XK 120 sports two-seater is an even speedier model, and the 148.4 m.p.h. it achieved recently was a truly grand performance by a standard production car.

A Frazer-Nash was the winner in 1951 of the thirty-fifth Targa Florio—the first time an English car had won this celebrated and most difficult of all road races. With attractively simple and smooth lines, the Frazer-Nash Targa Florio has full-width low drag bodywork, while considerable thought has been given to providing all-weather protection, including a raked curved screen, three-point fastening hood and well-fitting framed Perspex side windows. This comfortable car has indeed all the amenities for pleasurable touring or participation in international trials and rallies. The Triumph T-R 2 sports car is another fine model in the 100 m.p.h. class, and indeed reached a speed of 124 m.p.h. on the Belgian Jabbeke Highway. Lastly, there is the Bristol 404 sports coupé, which combines docility and dignity with superb competition performance. The styling of the 404 clearly reveals the influence of aviation technique.

The Motor Show of 1953

THE LATEST HUMBER HAWK: This model has already proved to be an outstanding success in the medium-sized car class. With a performance very much above the average, it combines comfort and an attractive appearance. The chassis is a rigid and fully-boxed girder frame. The 4-cylinder engine of 2,267 cc. capacity with a high-efficiency aluminium head gives 58 b.h.p. at 3,400 r.p.m.

THE NEW RE-STYLED STANDARD VANGUARD: This saloon embodies the many improvements introduced into this famous model since it was first launched upon the market in July 1947. The Vanguard is of generous dimensions and is capable of seating six people. The re-styling of the rear part of the car allows for even greater luggage-space than has ever been possible before.

(*Continued from page 146*)

feature of the British motoring scene for so many years, and while the famous 4-cylinder 2,443-cc. engine has been retained (and modified to produce 102 b.h.p. at 4,400 r.p.m. instead of 100 at 4,500), the coachwork is entirely new. It is of bold conception and breaks right away from the traditional Riley lines.

The track is wider, but the wheelbase is 4½ ins. shorter. Overall length of the car is 3 ins. shorter and it is 3½ ins. wider—and 1 in. higher overall. The body is of all-steel construction, with a one-piece curved windscreen and curved rear light. The luggage boot is particularly roomy, for the 12½-gallon petrol tank has been mounted forward of the boot and the spare wheel has a special platform under the boot floor.

Here is a sporty, comfortable car with a top speed of more than 100 m.p.h., and incorporating all the best features that have made the name of the competition-bred Riley famous over the years. Rear suspension is by long coil springs with hydraulic dampers, and the independent front springing consists of torsion bars controlled by telescopic dampers.

The gear-lever is floor-mounted at the right of the driver—or on his left in the case of left-hand-drive models—and this permits an extra passenger in the front in the optional split-bench type of front seat.

The Pathfinder is listed at £975 (£50 more than the old 2½-litre Riley), plus £407 7s. (a total of £1,382 7s.). Nuffields have also put up by £25 (to a total of £850) the basic price of their re-styled 1½-litre Riley, which now costs a total of £1,205 5s.

The new styling gives greater ease of access. The front and rear wings have been completely re-designed and the running board has been abolished in favour of sill panels. The rear wheels are partly shrouded by "spats," but the wheel centres are left exposed.

The side lamps are now faired into the front wings and twin fog lamps are recessed into the wings under the reshaped headlamps.

Great interest has been aroused by the new 1½-litre M.G. Magnette four-seater saloon, which replaces the 1¼-litre M.G. saloon.

The 4-cylinder, push-rod-operated o.h.v. engine develops 60 b.h.p. and has a compression ratio of 7.15 to 1. There is a three-bearing crankshaft and twin carburettors. The modern styling gives excellent all-round visibility, the windscreen and large rear window being curved. The Magnette is built on the unit construction principle and the boot has an easy-to-open counter-balanced lid.

The Magnette is listed at £645, which is £10 more than the present M.G. saloon. Total price is £914 17s. 6d. It is a bigger car than the one it replaces, with increases of 5 and 4 ins. on the overall length and width respectively. The wheelbase is 3 ins. longer, the track wider and the overall height 1 in. lower.

The new M.G. Midget—the "T.F."—has a re-styled body, more power, and improvements here and there, these modifications being based on the experiences of the owners of the 25,000 Midgets which have been sold since 1946. The 1½-litre engine used to give 54 b.h.p. at 5,200 r.p.m. It has been "hotted up" to give 57.5 at 5,500 by the use of twin carburettors, raising the compression ratio, enlarging the inlet ports and valves, and fitting extra strong valve springs which prevent "bounce" up to engine speeds of 6,000 r.p.m.

The radiator is similar to that of previous Midgets, but curves back to meet the downward slope of the bonnet, and the front wings have been reshaped to shroud the headlamps. The 12-gallon petrol tank is of a different shape and has a lower position to improve the car's line. The instruments are now grouped in the middle of the fascia. The windscreen wiper is concealed under the scuttle and trafficators are now fitted.

The price of the Midget has been brought down by £35 to £550, the overall cost, with tax, being £780 5s.

The wide range of cars offered by the Rootes Group—who recently announced price reductions for their Humbers and Sunbeam Talbots—remains almost unchanged this year, following the extensive improvements effected to various models for the last Show.

The main alteration is the modified boot for the famous Hillman Minx. It gives the Minx an improved appearance and increases the luggage capacity. A stronger boot lid is now fitted and there are new twin rear lights with built-in reflectors. There is a larger rear window and the bigger bumpers—with over-riders—are "wrapped round" the rear wings to give greater protection.

Press-button door locks are fitted to the saloon and estate car models, and the seats have been improved.

The Vauxhall Wyvern (1½-litres, four cylinders) and the Velox (2¼-litres, six cylinders) continue almost unchanged this year, but the compression ratio of their "square" engines has been raised from 6.4 to 1 to 6.8 to 1. Improved performance and an even better petrol consumption are claimed. Dust sealing has been improved and a new steering gear mechanism was recently adopted. Since last year's Show, bonnets of new design have also come into production.

THE JOWETT JUPITER R 4: This is the high-spot of the Jowett exhibits, a sports car developed directly from experience with the Le Mans Jupiters.

THE FORD ZODIAC, A DEVELOPMENT OF THE ZEPHYR: Two-tone paint and two-tone trim in upholstery are among the improvements. There is a long-range spot-lamp, and sun visors and a vanity mirror are placed on the passenger's side.

The Daimler Company is showing its 2½-litre Conquest, which was introduced to the home market last May; there is an interesting new Roadster version of the Conquest, a sleek, streamlined two-seater capable of well over 100 m.p.h., with folding hood and side curtains and a large boot.

It uses the 2½-litre engine evolved for the Conquest saloon, but it has dual carburettors, a high lift cam-shaft and other refinements. The traditional Daimler fluting has been retained on the radiator, but it is 5 ins. lower than that of the Conquest saloon. Price of the new Daimler Roadster is £1,180, with tax £1,672 15s.

From the same stable comes a new Lanchester—the Dauphin—which also uses the 2½-litre Conquest engine (producing 92 b.h.p. at 4,400 r.p.m.), and with elegant Cooper coachwork. It has the Daimler fluid transmission and pre-selector gear-change, and the makers say it has been expressly designed by Hooper to provide superlative comfort for only four people in two separately adjustable bucket-type seats at the front and two tip-up armchair seats at the back. Basic price is £2,830, increased by tax to £4,010 5s.

Rolls-Royce announce that automatic transmission, formerly available only on export models, may now be obtained as an optional extra (costing about £100) on all Rolls-Royce and Bentley cars for the home market except on the Bentley Continental. The handsome Rolls-Royce Silver Dawn, hitherto an export-only model, may now be ordered in Britain and an attractive drophead-coupé version has now been produced.

One of the most striking cars at Earl's Court is the new R 4 Jowett Jupiter. A feature of the new Jupiter is an electrically-driven engine-cooling fan which starts up automatically under thermostatic control when the temperature of the water in the engine cooling jackets rises beyond a certain point.

Another new British sports car seen for the first time when the Show opened is the Jensen Model 541, which is a two- or four-seater saloon. It has a top speed of 120 m.p.h. and costs £1,250, or £1,771 19s. with tax. This new Jensen is being built in addition to the Interceptor, which continues both as a two-door saloon and two-door convertible.

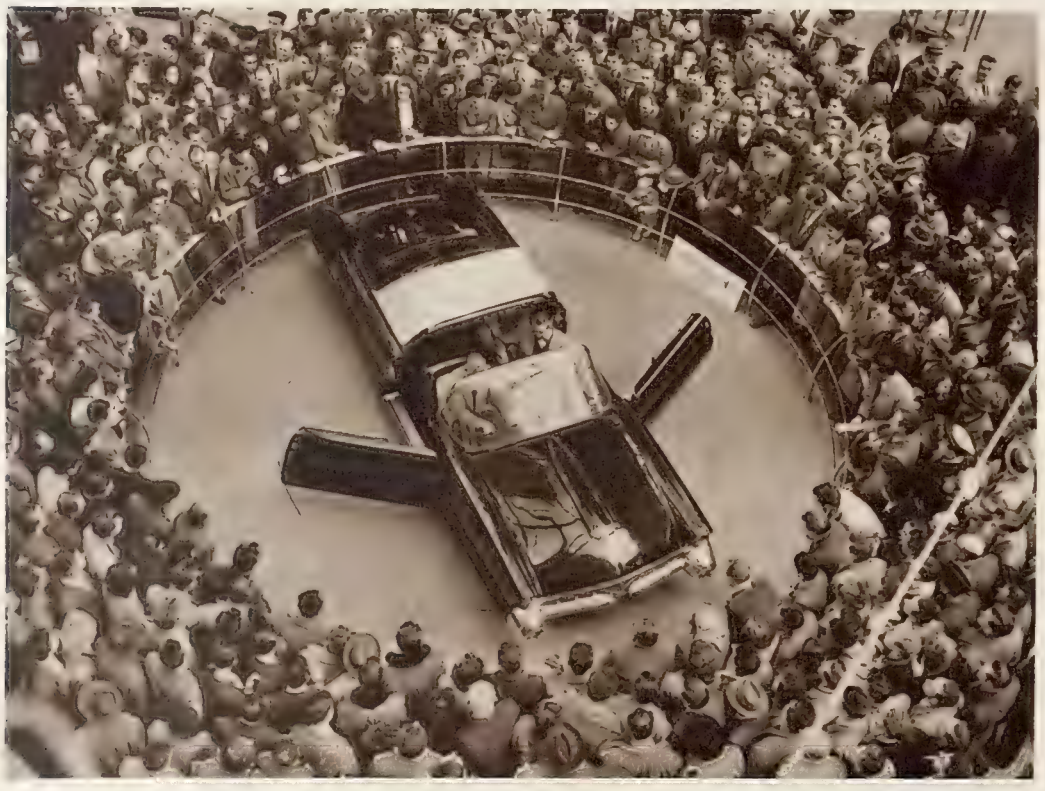
An old-established firm whose exhibits always attract interest is the Rover Company, who are showing their two new models—the 4-cylinder, 2-litre "60" and the 6-cylinder, 2½-litre "90." These new cars have substantially the same chassis and bodywork as the well-known 6-cylinder, 2-litre "75," which is continued, and has been improveed.

New Trends from the Continent

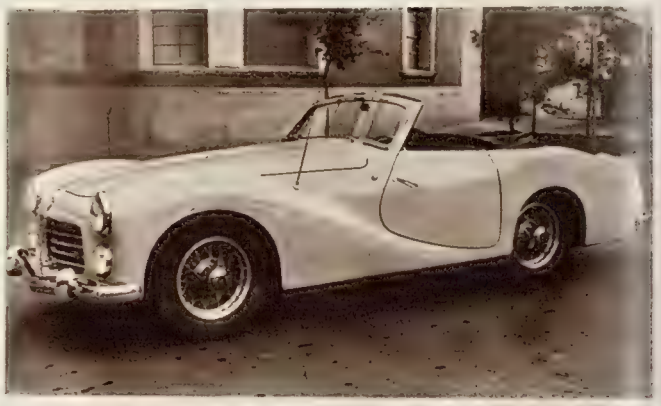
Some Notable Cars at Earl's Court and Some from the Paris Auto Show

THE SALMSON RANDONNEE, WITH AN EYE TO THE FUTURE: The air intake of this model, which was on view at the Paris Auto Show, has the appearance of an eye. The Salmson Randonnee is priced at over £3,500. It weighs 1,200 lbs. and its body is predominantly made of duraluminium.

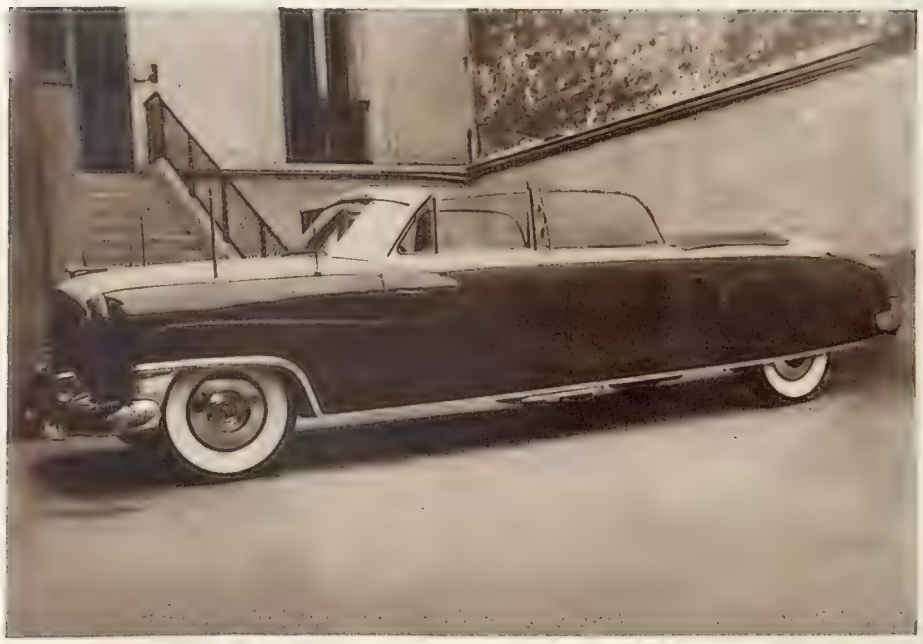
RENAULT EXHIBIT A NEW FAMILY SALOON: The 2-litre Renaûlt Fregate is a powerful, spacious car which is also quite economical. With room for three in front, the car holds six adults, and has a boot which can hold all their luggage. The 4-cylinder engine gives the car remarkable acceleration, and its fuel consumption averages 28 miles per gallon. There is an efficient system of air-conditioning. A feature of the Fregate is that all the controls—and there are quite a number of them—are within easy and comfortable reach of the driver.



THE FORD X-100 WAS A GREAT ATTRACTION IN PARIS: Large crowds watched the Paris demonstrations of the new Ford prototype, which is also on show at Earl's Court. One of the features of the X-100 is the roof; when open, it will close automatically as the first drops of rain fall.



THE ONLY SPANISH CAR AT EARL'S COURT: The Pegaso 102, which is the only Spanish model on view at the Motor Show, is a sleek sports car designed on aerodynamical "safety first" lines. The rear wings of the touring body are prolonged from the back of the vehicle; this serves to stabilise the air flow which affects the body at high speeds, without at the same time decreasing the speed of the vehicle. The V 8 engine incorporates hemispheric combustion chambers and overhead valves operated by four camshafts. The Pegaso 102 can sustain high speeds for long periods, but is designed as a roomy and comfortable sports car rather than as a racing car.



A CADILLAC SPECIALLY MADE FOR KING IBN SAUD: This eight-seater convertible, though nearly 24 ft. long, weighs no more than the standard Cadillac. The car has been built specially by the French body-maker Saoutchik for the King of Arabia. The body is white and grass-green, and bears the Royal coat of arms in silver-gilt. The doors are nearly 8 ins. thick, and each works from its own motor. The windows and the hood also work automatically. The back seats, upholstered in leather and fur, can be converted into sleepers, while in the back of the car is a bar with refrigerating equipment. The car took 8,000 hours to build and cost about £10,000.

On right—**ONE WAY OF SATISFYING CURIOSITY:** A car is sectioned longitudinally to display all its mechanical components to the visitors at the Paris Auto Show.

When you feel the need of your overcoat
it's time to change to
ENERGOL
the oiliest oil
A PRODUCT OF ANGLO-IRANIAN OIL COMPANY, WHOSE SYMBOL IS
BP

VAUXHALL GOLDEN JUBILEE 1903 TO 1953

1903—First Vauxhall Ever Offered for Sale. Single cylinder, 4″ x 4¾″, horizontal stroke. Tiller steering. No reverse

It all started with one cylinder

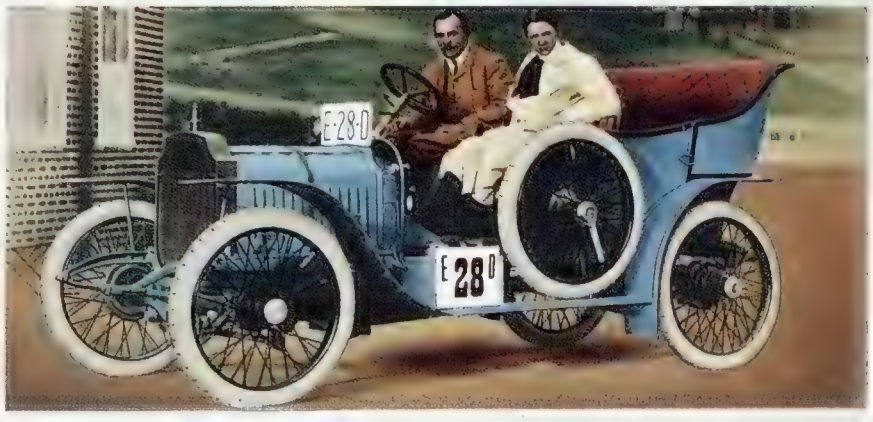
Startled citizens were still stroking their chins over the horseless carriage, and saying it would never replace the horse, when the first Vauxhall puttered on to the road. What a wildly daring departure for a respectable firm of marine engineers! And what a long way Vauxhalls have travelled in the fifty years since!

Before long Vauxhalls were beating all comers for reliability and speed. In 1908 a 20 hp Vauxhall won the 2,000 Mile RAC Trial coupled with the Scottish Reliability Trials. In 1911 four 16 hp world's records were broken. In 1912 a new 20 hp world's record of 97.15 mph over 50 miles was set up. In 1913 the fabulous 30/98 Vauxhall, *the sports car of sports cars* was introduced. In the 1914 war the Vauxhall 25 was the No. 1 staff car. It took King George V as near the front line as a car could go.

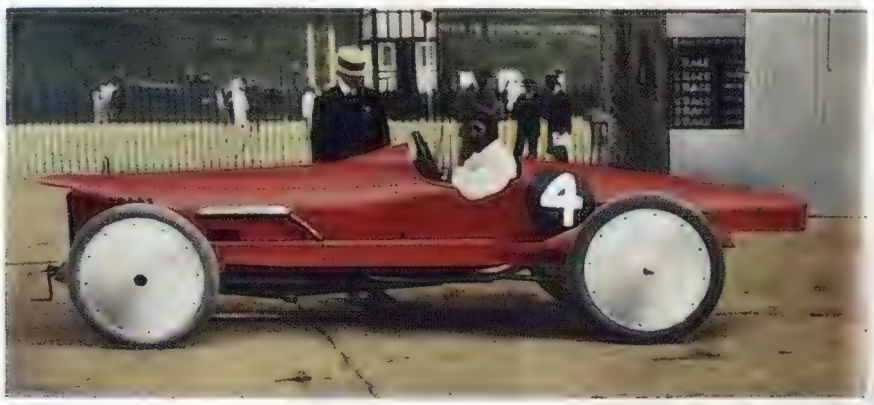
Between the wars, Vauxhall set new conceptions of motoring value by marrying economy and performance. The Cadet, the "Light Six", the 10 hp made motorists of pedestrians in tens of thousands.

Today Vauxhall lead the way with the new Wyvern and Velox, so big and handsome, so powerful, inexpensive and economical, that the designer of that first single-cylinder tiller-steered marvel might well gasp at the revolution he began.

The 6 cylinder Velox illustrated below costs £535, plus £224.0.10 P.T. The 4 cylinder Wyvern costs £495, plus £207.7.6. P.T. Full particulars from your local Dealer or Vauxhall Motors Limited, Luton, Beds.



1908—Reliability—45 Years Ago! In the RAC and Scottish Reliability Trials this 20 hp Vauxhall became the world's first car to complete 2,000 miles without one involuntary stop



1910—First 20 hp Car to Beat 100 mp was this Vauxhall which flashed down th Brooklands flying half-mile at 100.08 mpl

1920—The Fabulous Vauxhall 30/98—" One of the greatest British high performance cars of all time **"**, winner of innumerable trophies. And still winning today in vintage car events

And Today—The six cylinder, spacious, comfortable, reliable Vauxhall Velox, an 80 mph high performance car—which combines economy with luxury

The ABERDEEN "SCRATCHERS"

The Small Fleet of Trawlers that Operate from the Scottish Port, Bringing in a Regular Supply of Fresh, First-class Fish

While Mr. George Dawson is waging his price-war at Grimsby, first-class fresh fish is being landed regularly by the Aberdeen "Scratchers," or inshore trawlermen, who, although their boats and equipment are old and their fishing methods even older, land their catch, which may be £600 worth of fish, every three days.

The trawling takes place within a radius of 100 miles or so of Aberdeen, and the trawlermen depend on local knowledge, rather than any scientific theory, where they will find the fish. Their one acknowledgment to science is the use of the radio-telephone. Every boat is equipped with r/t, and if one skipper locates a good shoal of fish he will communicate the news to the others—once he has made sure of filling his own hold. The skippers often use the r/t to tell one another the latest news from home, or to tell jokes.

The work of trawling continues day and night, and once on board the boat, no member of the crew has time to remove his clothes until the ship reaches shore. Immediately the fish are caught they are cleaned and gutted—a difficult task when performed at night. The meals are rough and plain and the rolling of the ship makes service difficult.

Contrary to common belief, the pay of the trawlermen is not good. The work is dangerous, rough and boring, but although the men never cease to grumble about their lot, an Aberdeen "Scratcher" rarely changes his calling.

TRAWLING IN THE NORTH SEA—AN ABERDEEN "SCRATCHER" HEADING FOR HOME WITH A CATCH OF FISH: These ships operate from Aberdeen and are mostly privately owned. Despite their old equipment and the fact that they use the same fishing techniques as their forefathers, the "Scratchers" are sure of their catch being on the housewife's table within four or five days of its being caught. This ship, which is fifty years old, is the S.S. *Owl*, owned by Messrs. William McKenzie, of Aberdeen.

EATING QUARTERS ON BOARD THE S.S. "OWL": This is the communal mess-room, and it is used by all eleven members of the ship's crew.

Above—

EMPTYING THE TRAWL ON THE DECK: Life on one of these trawlers is not easy. They are built to ride the waves rather than to plough through them, and roll to alarming angles even in a calm sea.

On right—

AN ASSORTMENT OF FISH CAUGHT IN A TRAWL: Among the fish are sole, plaice, ling, ink-fish, gurnet, starfish and a clam. Immediately the fish are caught they are gutted and put on ice.

"THE GIRLS OF GOTTENBURG": Gertie Millar as Mitzi, George Grossmith, Jnr., as Prince Otto, and Edward Payne as Max Moddelkopf in one of the great Gaiety Theatre productions of the Edwardian era. *The Girls of Gottenburg* ran for 303 performances. Gertie Millar was the very embodiment of the spirit of the Gaiety.

EDMUND PAYNE AND GEORGE GROSSMITH: This is how they appeared in *Our Miss Gibbs*, the musical comedy in which the amateur criminal, Hughie Pierrepoint (played by Grossmith), persuaded Timothy Gibbs (Edmund Payne) to steal the Ascot Gold Cup.

THE GAIETY, FIFTY YEARS AGO

On October 26, 1903, the Second Gaiety Theatre Came to Take the Place of the First, and a Great Theatrical Tradition Was Carried On Into the Modern Age

By W. MACQUEEN-POPE

ON October 26, 1903, the second Gaiety Theatre opened its doors and thereby carried on the history and tradition of a theatre which had become an institution in London. The first Gaiety Theatre had been founded by John Hollingshead, in the Strand, and opened amidst almost unbelievable storm and stress on December 21, 1868. It was an immediate success. It lived up to its name. It became famous for its musical shows. It made theatrical history of all kinds; it brought together Gilbert and Sullivan; it was the theatre in which Sarah Bernhardt first appeared in London—and it was unique. It set a standard, and its girls—its Gaiety Girls—became famous. Its stage door was the gateway to romance—lovely ladies entered it and often left it as peeresses. It stood for thirty-five years—from 1868 to 1903—and during that time had hardly a complete week of closure. Hollingshead took a partner—the great George Edwardes—and then retired. Edwardes raised the Gaiety to even greater heights, glorified the girls—and all femininity—and invented a new form of stage entertainment—Musical Comedy—especially for the Gaiety Theatre. But the constantly-changing face of London caused the old theatre to be pulled down—old streets were demolished, broad, new thoroughfares took their place—and there was no room for the old playhouse. It closed on July 4, 1903, and its last performance was quite sensational in the sentiment it aroused. It had been the home of great stars—J. L. Toole, Edward Terry, Florence St. John, Royce, Lonnen, Kate Vaughan, Arthur Roberts, Letty Lind, Connie Gilchrist, Maud Hobson, Sylvia Grey, who still brightens the world to-day, and especially Nellie Farren and Fred Leslie. When its musical comedy period started it had as stars Ellaline Terriss (Lady Hicks, and still as lovely and gracious as ever), her brilliant husband, Seymour Hicks, Marie Studholme, Katie Seymour, and many others who still survive almost unchanged, for the Gaiety seemed to give a perpetual youth—such as Rosie Boote (now the Marchioness of Headfort, a lovely lady), Ada Reeve, still as brilliant as ever; Grace Palotta, Florence Lloyd, Violet Lloyd, and others too. And, of course, many who played in the later days of the old Gaiety were to continue at the new Gaiety, the theatre which opened its doors on October 26, 1903, such a short while after its parent had closed down, and restored its Gaiety to London.

That particular day was dull, wet and cold, but crowds waited to gain admission all day long—indeed, since dawn. Many of them had been at the last night of the old place and wanted to be in at the birth of the new. The position had only shifted a few yards down the Strand, but this new playhouse was a much more imposing edifice than its great original, which had only a tiny frontage on the Strand.

The new Gaiety stood on a corner, the corner where Aldwych joined the Strand. Its architecture had come in for some criticism: some had likened it to the new Old Bailey—a resemblance heightened by the fact that there was a large statue of a female figure on top, surmounting a dome. But for the most part this building of grey stone and strips of green around it gave satisfaction. The chief interest centred in the question as to whether George Edwardes would be able to transfer the unique atmosphere of the old Gaiety into the fresh void of the new Gaiety. They expected that this new Gaiety would go on for ever.

Indeed, it seemed born into a stable time. The great Edwardian Era was at its zenith. London was the greatest and richest city in the world, capital of the greatest and mightiest Empire the world has ever known, the heart and main artery of the world's finance—a place of stability indeed. Its sons and daughters dressed well, fed well, had golden sovereigns to jingle in their pockets of immense purchasing power. They had led lives of peace and plenty since Waterloo—and even that had not bothered them.

George Edwardes looked after their comfort and gave them continual refreshment. There was much to see and to say. There was the prospect of the show to discuss. *The Orchid*, it was called—sure to be all right, for it was by the "old firm." And the cast? All tried favourites—Ethel Sydney, Connie Ediss, Hilda Jacobsen, Harry Grattan, Arthur Hatherton, Robert Nainby, Charles Brown, Lionel Mackinder, Fred Wright, Jnr., Edmund Payne (Teddie to all), and George Grossmith, Jnr. Yes, and the new girl—the girl who had stopped the show on the first night of *The Toreador*—the old Gaiety's last production—Gertie Millar: she was to have a leading part. Good, she deserved it. And there was a new name to-night, Gabrielle Ray—nobody knew her—said to be a dancer. Should be all right—if this was really going to be like the old Gaiety . . .

They need not have worried about that. The genius of George Edwardes had managed to transport the charm and atmosphere along with his company and himself. And that queue got more and more expectant and excited as the time drew nigh—theatres were then the only things for which one queued—and at last, the doors opened.

They found themselves in a perfectly charming interior, in subdued tones, with carefully-guarded lighting—in an atmosphere of colour and warmth which flattered the ladies' dresses and their complexions. The Gaiety was not a place of garish lights and clashing chromium. What shone and glittered there was on the stage, not in the auditorium. That was the perfect background. Warmth, comfort, good line of sight and acoustics—it had all these and everything of the best . . . and all the best people in London were thronging in to give it a send-off. And then there was a swirl of excitement outside—a State carriage, saluting policemen, and along a red carpet and into the Royal entrance walked King Edward VII and his lovely Queen Alexandra, come to see the start of the new Gaiety, for the Gaiety had always been His Majesty's favourite theatre. *The Orchid* was a tremendous success, and the new girl, Gabrielle Ray, quite a sensation. She was one of the very prettiest of all the very pretty girls who decked the Gaiety with beauty, and she danced like a piece of sun-kissed thistledown on a summer's breeze. The Gaiety was the Gaiety—and would go on, it seemed, for ever.

It is difficult to get young people of to-day to understand the allure which the Gaiety Theatre exercised over its public. People went there without question. They

WHEN GABRIELLE RAY MADE HER DEBUT AT THE GAIETY: She appeared in *The Orchid*, and danced into fame on the first night of the new theatre, exactly fifty years ago. London went mad about her.

THE LOVELY PHYLLIS DARE: She succeeded Gertie Millar as leading lady at the Gaiety. Phyllis Dare was Peggy Barrison in *Peggy* at the Gaiety in 1911, and in the following year played Delia Dale in *The Sunshine Girl*. She was at the Gaiety again in 1926 in *Lido Lady*.

ALL GAIETY STALWARTS: George Grossmith, Jnr., Edmund Payne, Lionel Mackinder, George Gregory, Robert Nainby and Charles Brown as they were silhouetted by a contemporary artist for the souvenir programme of *The Orchid*, the Gaiety's opening play in 1903.

THE GATEWAY OF ROMANCE: This was the stage door of the Gaiety through which passed all the glamour of the golden days of musical comedy. By some alchemy George Edwardes made the greystone new Gaiety as full of atmosphere as the celebrated theatre which had preceded it.

"HAVANA" AT THE GAIETY: Lawrence Grossmith as Don Adolfo and the one and only Evie Greene as Consuelo. The music in this rather unsuccessful show was by Leslie Stuart, and it was produced in 1908.

THE GAIETY THEATRE IN THE LAST PHASE WHEN SUCCESS HAD RETURNED, AND A TEAM WAS AGAIN IN FULL POSSESSION: Louise Browne, Fred Emney, Richard Hearne and Leslie Henson had revived the glories of the Gaiety in succession to Gertie Millar, George Grossmith, Connie Ediss and Edmund Payne. *Swing Along* was the last Gaiety production but two, and took place during the Coronation year of King George VI, hence the decorations outside the theatre.

ROBERT HALE AS SLITHERS: He played this part in *Our Miss Gibbs*.

IN "RUNNING RIOT": Richard Hearne, Leslie Henson, Fred Emney and John E. Coyle in the musical which delighted audiences at the Gaiety in 1938.

did not say, "What 's on at the Gaiety?"; they said "Let 's go to the Gaiety"—and they went. No other theatre in the world exercised quite the same enchantment. The stage door of the new Gaiety was just as much the gateway of romance as that of the old. Young men-about-town flocked to it—to take a Gaiety Girl out to sup was to be somebody of importance. They booked stalls or a box for the entire run. Amazing gifts poured into the theatre through the medium of Jupp, the perfect stage-door keeper. The most extraordinary was a growing grape-vine, bearing scores of bunches of grapes—which took four men to lift—and was a first-night gift for Gabrielle Ray. The secret of the Gaiety was Quality, the Girls and Team-work. It had always succeeded when a team was in charge, and Edwardes—"the Guv'nor"—knew that. His team for the new Gaiety was Gertie Millar, Edmund Payne, Connie Ediss and George Grossmith. Whilst they were there, the Gaiety was on top of the world. For they were of the Gaiety—they belonged! Gertie Millar was indeed the very embodiment of the spirit of the place, with her diamond sparkle, her charm, her talent and that clear-cut sincerity of purpose and honesty which was hers, on and off the stage.

Success followed success—*The Orchid*, *The Spring Chicken*—but there was a doubt about *The New Aladdin* at the start. Gertie Millar was absent, Lily Elsie played the lead. Now, that enchanting person did not really belong to the Gaiety: she belonged to Daly's, as did two other supreme artists who came later into the story—Evie Greene and Phyllis Dare. Magnificent, but not Gaiety—which made special demands. But *The New Aladdin* brought fame to Alfred Lester as "The Lost Policeman" and to Gaby Deslys as "The Charm of Paris"—and when Gertie Millar came back, all was well. *The Girls of Gottenburg*, with the team in full flight, except Connie Ediss, was a big success, and then Edwardes had to do something he knew was wrong, but could not help. The Gaiety team had to go to America, and he staged a show which really belonged to his other theatre—to Daly's. This was *Havana*, with Evie Greene in the lead, and W. H. Berry and Alfred Lester as comedians—and amongst the lovely girls a very lovely girl, playing a small part, whose name was Gladys Cooper. But *Havana*, despite its fine cast and Leslie Stuart's music, was not a success—it was not Gaiety. Back came the team again—back came Gertie Millar—in a play which was as big a success as ever the Gaiety knew—*Our Miss Gibbs*—with delightful Gertie playing a Yorkshire girl—which she was herself—and giving memories which will last the lifetime of those who saw her, for nobody will ever forget that mad, crazy, gay Pierrot in blue who sang and danced "Moonstruck." *Our Miss Gibbs* was magnificent—but it marked the end of an epoch.

The sands of peace were running out, and with them went the sands of the Gaiety's success. The First World War crashed upon mankind. It altered the world, it killed George Edwardes, and it all but killed the Gaiety. But to that theatre came George Grossmith, now in management with a partner named Edward Laurillard, and they brought there a real Gaiety show called *To-night 's the Night*. And in it a little comedian made an immense success and proved to be the legitimate successor to Edmund Payne and real Gaiety to the core: Leslie Henson. But Grossmith and Laurillard went away to the Winter Garden Theatre and the Gaiety was in the dumps. But there was a man who understood the Gaiety—a manager named Firth Shephard. He knew the value of a team and into that theatre—that essential team house—he put Leslie Henson, Richard Hearne, Fred Emney and Louise Brown in a series of plays, all successes—*Seeing Stars* and *Swing Along*, with music by Martin Broones; *Going Greek*, and then *Running Riot*, with music by Vivian Ellis.

And then came the end. Street improvements had killed the old Gaiety: the same cause killed the new Gaiety. A vast traffic roundabout was envisaged. The Gaiety must close and come down to make way for it. It shut its doors on February 25, 1938, exactly thirty-five years after it had opened, exactly the same period as the old Gaiety had lasted.

There it stands now, waiting the coming of the housebreaker—waiting complete destruction, gaunt, sad, shabby and neglected. It had one gleam of brightness: it was decorated for the Coronation and it looked splendid and in good taste. But now even that has gone and soon no trace will exist. But it will live on for a while at least—as long as any man or woman lives who remembered it when it was indeed the brightest spot of the many bright spots of London.

WANTED: A MINISTRY OF FORETHOUGHT

As the Ministries We Have Are Totally Preoccupied With the Problems of the Hour, There is Much to be Said for the Innovation of One New Ministry

By JOHN GORE

A NEW DEPARTMENT THAT *IS* NEEDED.—We are quite familiar with the word planning. There was a time, and recently, when pundits in every department of State were planning us into a jumble from which we are only now beginning to break free. They planned us into a State Laocoon, and to-day we greet with enthusiasm any news of the clipping of a redundant coil, a Ministry or sub-Ministry, the snipping here or there of one of our strangling fetters. But for the most part the planners were very short-term planners, short-sighted at that, and most of their plans were devised to extract us from an existing mess, and they saw no farther than the end of the street, with no thought for what lay round the corner. And the corner is always opening up surprises and obstacles in an age when progress has trebled its paces. The Ministers and Ministries we have are still overworked and totally preoccupied with the problems of the hour. They have not a thought to spare for those of to-morrow. But planning for to-morrow is far more economical than planning for a crisis of to-day. Accordingly, while we welcome the death of redundant departments, we could well support a plea for one novel Ministry, a Ministry of Forethought, a department to plan for our comfort and convenience to-morrow.

For this small island must support about 20,000,000 more than it can comfortably house, let alone feed. And that in an age when to-morrow makes nonsense of to-day and the accepted truths and logistics of yesterday are to-morrow's museum pieces.

A Job for a Prophet.—The Ministry of Forethought (or planning ahead) would be strictly divorced from current anxieties. Its Minister would be most carefully chosen for special qualities, vision, clear-thinking, a large and lucid imagination, a sense of history, a prophetic flair, a good knowledge of current science, a great ability to organise and get things done. A dash of Napoleon, a little of Wells (but not very much of him), a good slice of Bertrand Russell, and perhaps a touch of Hans Andersen and Scott of the Antarctic, or Colonel Hunt. His job would be to resist expedients, to leave to other Ministers the problems of to-day and to plan, for our comfort and convenience, the building of a Britain to face to-morrow.

We are so very uncomfortable in this congested island that we might well endure a little longer if we had the prospect of comfort five years hence. We need new roads to carry our traffic. At present we have little 10-mile stretches here and there in the pattern of what roads should be. No doubt, other Ministries will plan to extend those stretches, but these planners don't see round the corner.

When their roads are at last built, who knows if they will be wanted? The Minister of Forethought will be looking ahead, assessing scientific prospects and pointers, and may conclude that landing-grounds, and not roads, are the economical objectives of public money. The helicopter age may be round the corner and the new roads will be the expensive luxury for septuagenarian die-hards who still cling to the ground. Already a motorist bound for a holiday in Scotland or Holland can fly himself and his car to the chosen destination with reasonable economy compared with rail or road rates. Five years hence this service may have greatly relieved the roads in holiday time.

Staggering Possibilities.—The question of staggering Bank Holidays and August holidays would certainly need the new Minister's attention. The need for a complete review of public holidays and the spreading of the load is unanswerable. There is no reason at all (and certainly not the weather) why we should shut down production for a whole month and all go holidaying in irritating queues, bumper to bumper and toe to heel, snarling for lodgings and for food and for shore space which do not exist, while we all indulge in a national wake. From June to September the chances and the luck of the weather are equally good—or bad, and holidays spread mean room for all, and no more busman's holidays in the eternal queues and frustrations of workaday life.

Then again, he must study the question of television and estimate the likelihood of its creating a revolution in our social life within a very few years. His researches and conclusions might well be of enormous value to architects, showmen, cinema proprietors, football clubs, and suchlike. His warnings might guide the architects of new houses in the planning of living-rooms, persuade cinema proprietors to ca'canny with super Odeons and warn sports clubs and showmen to budget for smaller crowds. His team of sleuths would be in close touch with atomic development and their prophecies would be at the disposal alike of those who must plan for defence against its lethal powers and those who want it for its peaceful benefits to humanity.

He might direct a go-slow on deep shelters of now fashionable strength or a go-slow on hydro-electric plant. For he must never forget the pace of modern progress which can make a new world in a lustre and make nonsense of our best-laid plans before they are transformed into realities.

PLANNING LONDON'S NEW SCHOOLS IS NOT THE LEAST OF THE TASKS DEMANDING SPECIAL FORETHOUGHT: This is the new Sir James Barrie Primary School in Battersea, which has been built by the L.C.C. to take the place of a school destroyed by enemy action. The L.C.C. is having to build primary schools not only to make good the war damage, but to meet the so-called "bulge" brought about by the increase in London's school population. In turn, secondary schools are having to be planned and built to meet the "bulge" when it makes its presence felt in secondary education between 1955 and 1960.

PAVING THE WAY FOR CHANDIGARH, THE NEW CAPITAL OF THE PUNJAB: A section of the vast crowd which attended the inauguration of the "Dream City" by the Indian President, Dr. Prasad. Essentially the design of the French architect, M. Le Corbusier, the new city, which will cover an area of fifteen square miles, will take the place of Lahore, lost to India when Pakistan was created. Associated with Le Corbusier in the planning were Maxwell Fry, of Britain, and his wife. The buildings have been designed to meet extremes of temperature. *On right:* This was one of the many posters bearing a message to the crowd from the Indian Premier, Mr. Nehru.

Food also. The prospect of world surplus or world shortage must affect the political schemes of Governments and have a vital influence on home agriculture, on controls and rationing and Government buying and storing.

Fighting Myopia.—All of which, the sum of these simple examples, merely adds up to the conclusion that planning in every department is expensive and futile if it is short-sighted, and that, while admitting that a nation in a mess must devote much of its energy to patchwork and expediency, there is every reason why, at the worst of the jam, some Minister should be left free to peer beyond the cloud-banks into the beyond and create something more permanent than shacks and shelters.

Myopia is no new frailty of our race. It is right to remember that as late as the last decade of the nineteenth century "good, easy men" were adding to the size of their already enormous country houses or building new palaces requiring staffs of twenty servants and offering few inducements to domestic service as a career, and *that* within a dozen years of a social revolution which was to turn their world upside-down and make their new palaces white elephants and domestic service a degraded calling.

But though at the end of 100 years of peace they could not see round the corner, they had the excuse for their lethargy in that for much of that century the country had been governed in the peace of country-house libraries, without the interferences of swift communications and political upheavals, and what those Government planners had planned there had had a long run of usefulness as permanent buildings. For the last quarter-century those graceful, peaceful, vision-making libraries have been in dust-sheets or converted into museums, but the need of a place for calm reflection and a man of vision to plan ahead was never more necessary.

He should be the personal representative and close adviser of the Premier of the day and nothing should be denied him that would make his vision more sure. His fields of research should be all-embracing and his conclusions at the disposal of all Ministries. Even to-day our island is scarred with dismal evidence of works carried out without careful examination of conditions. In Wales, in Scotland, in England still remain ruined farmhouses, and farmlands crisscrossed with concrete runways designed in the war for planes which could not operate because of chronic mists, or filched for bombing-ranges which were never used, because local conditions were never studied in advance.

Missing the Bus.—With all such sorry lessons of the waste of public resources through short-sightedness we should see to it that a prophet is not without honour in his own country, and if he commanded a king's ransom as salary, he would be cheap at the price, if he succeeded in seeing round the next corner. Who could estimate the hundreds of millions thrown down the drain in recent years because no planner could spare the time to peer into the immediate future and take a fair risk on assessed probabilities, treasure poured away in defence, in public works, in private initiative?

It is strange that, in the face of such lessons, we employ a salaried prophet merely to forecast tomorrow's weather. For my part, I am not convinced that it would be more difficult (given the right man armed with all available facilities for prophecy) to forecast next year's revolutionary discoveries by science than to forecast the weather of to-morrow or of next week. In our most popular private industry — gambling — the professional prophet or tipster is handsomely subsidised by the "workers" to direct them to wealth from a horse or a football pool. Presumably, since tipsters flourish and increase in numbers, the subsidising of prophets is found worth while. I have no experience by which to judge, but all my experience of the ways of Government in recent decades depresses me.

It suggests that for years and years our nation has missed the bus, and carefully locked the stable door when the horses had been stolen away. We want above all to-day to catch the bus, keep pace with Time's advances, and use and oil the stable key before Time's thief breaks in.

THE BOUNDARY THAT WILL CEASE TO EXIST: The signposts that mark the boundary between Italy and the Free Territory of Trieste. When British and American troops withdraw from Zone A, and the Italians have taken over, this boundary will be abolished. At present there is no difficulty in entering and leaving the Free Territory.

TRIESTE AND YUGOSLAVIA

Despite Demonstrations in Belgrade, the Trieste Dispute is Being Discussed in a Calmer Atmosphere

Calmer and more reasoned views have been put forward after the first flush of righteous indignation which followed the announcement of the decision that British and American troops would leave Zone A of Trieste and hand it over to Italy. Marshal Tito's speech at Leskovac demonstrated clearly that though the Yugoslavs were hurt at the manner in which the decision was made, without Yugoslavia being consulted, they were not unamenable to a compromise solution. In fact, Marshal Tito suggested one alternative solution himself. Zone A, he said, should be divided into two separate self-governing areas, one under the administration of Yugoslavia and the other, which would include the city and port of Trieste, under the rule of Italy.

Meanwhile, Russia took a hand in the dispute, and a meeting of the Security Council was held in New York at her request. Mr. Vyshinsky called on the Security Council to proceed with the appointment of a Governor of the Free Territory, and in general to implement the Italian peace treaty and retain Trieste as a Free Territory for the time being. These proposals were regarded as mischief-making, and in no way helping to provide a constructive solution to the problem of Trieste. That neither Italy nor Yugoslavia wants Trieste to remain a Free Territory is certain; and in the calmer atmosphere which now prevails it is not impossible that both countries will face the inevitable and come to a mutually-acceptable agreement.

MARSHAL TITO CALLS ON THE WESTERN POWERS TO REVERSE THEIR DECISION: Marshal Tito speaking at Leskovac, in the south of Yugoslavia, where he gave Yugoslavia's official answer to the Anglo-American decision to leave Zone A of Trieste and hand it over to Italy. Marshal Tito complained that he had not been consulted, and appealed to the Western Powers to reverse their decision.

THE TRIESTE POLICE FORCE PARADES, PERHAPS FOR THE LAST TIME: Members of the Trieste police force march past the saluting-base at a parade in Trieste to commemorate the eighth anniversary of the formation of the force. When the Western troops withdraw, the police force, modelled on that of the City of London, will be disbanded.

ANGRY CROWDS DEMONSTRATE IN BELGRADE: Mounted police hold back demonstrators in front of the United States Embassy in Belgrade. Similar demonstrations against the handing-over of Zone A of Trieste to the Italians were staged at the British Embassy. At the United States information centre, the information officer was beaten up by the demonstrators.

THE WRECKED AMERICAN INFORMATION CENTRE IS GUARDED: Yugoslav guards on duty outside the headquarters of the United States information services in Belgrade. Crowds had wrecked the American and British information centres, destroying books and papers.

THE BRITISH GUIANA CRISIS

THE TROOPS MARCH INTO GEORGETOWN

And the Period of Direct Rule Begins in the Colony Following the Suspension of the Constitution

The sequence of events in British Guiana has been swift indeed since the moment when the Governor of the colony announced the suspension of the Constitution to prevent Communist subversion of the Government. Troops have converged on Georgetown by air and sea, and all the key-points in the capital have been manned. An independent Commission of Inquiry has been ordered to report on what has happened and to recommend a revised Constitution.

In the meantime British Guiana is to have a period of direct rule, with the portfolios of the ousted Ministers placed in the hands of permanent officials. As soon as the machinery of government is working efficiently again the intention is to set up an interim Government, with nominated Guianese as members of the Executive Council. It was announced last week that the Government was about to publish a White Paper setting out the reasons for suspending the Constitution, and it was hoped that this would be available to M.P.s before the reassembly.

Among the points which it was expected the White Paper would emphasise were the deterioration of economic affairs in British Guiana, as witness the alarming run on the Savings Bank in the course of which 1,600,000 dollars were withdrawn in excess of deposits in the course of a few weeks. Imports into the colony are reported to have fallen by half since the P.P.P. Government took office.

THE SIX MEMBERS OF THE BRITISH GUIANA CABINET WHOSE PORTFOLIOS HAVE BEEN WITHDRAWN: L. F. S. Burnham (Education), Jai Narine Singh (Local Government), Dr. J. P. Lachmansingh (Health), Dr. Cheddi Jagan (Prime Minister), Sidney King (Communications) and Ashton Chase (Labour, Industry and Commerce). The portfolios removed from Dr. Jagan and the other Ministers by the Governor of British Guiana under his emergency powers are temporarily transferred to permanent officials.

DISEMBARKING FROM THE WARSHIP "BIGBURY BAY": Men of the Royal Welch Fusiliers going ashore on reaching Georgetown. The man in the foreground is carrying mortar bombs. An officer on deck is superintending the disembarkation. On arrival, the troops took up positions at key-points.

THE OUSTED PREMIER OF BRITISH GUIANA, WHO FLEW TO LONDON LAST WEEK-END: Dr. Cheddi Jagan, seen with Mrs. Jagan. The latter is the General Secretary of the People's Progressive Party.

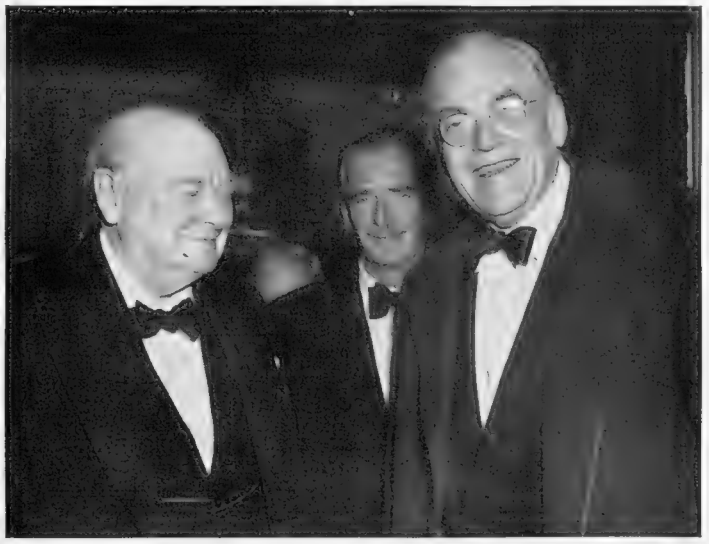
GOING INTO ACTION IN GEORGETOWN: *Left*—Machine-gun squads with their equipment before taking up strategic positions in the capital. *Right*—Troops marching through Water Street shortly after their arrival. Mr. Oliver Lyttelton, the Secretary of State for the Colonies, replying to criticism regarding the sending of troops to the colony, declared last week: "We got into a situation whereby it was absolutely necessary to suspend the Constitution and to try to re-establish the life and economy of the colony. We felt it was necessary to do it in such a way that there would be no loss of life."

M. GEORGES BIDAULT MAKES A POINT: The French Foreign Minister seen with Mr. Anthony Eden and Mr. John Foster Dulles as they conferred at the Foreign Office in London. As a result of their meeting, revised proposals are suggested to the Russians for a conference of Foreign Ministers of the Four Powers at Lugano on November 9, when the future of Germany and Austria would be the main points under discussion. The Big Three met at the Foreign Office on October 16, 17 and 18. Their discussions ranged far and wide over foreign policy, including consideration of the question of Trieste, and also the situation arising in the Near East, culminating in Israeli armed action on October 14 in Libya. M. Bidault gave a report on the military results lately obtained in Indo-China. Even in the midst of their full programme of meetings, Mr. Eden found time to receive the Italian Ambassador and the Yugoslav Ambassador for further talks on Trieste.

THE BIG THREE TALKS IN LONDON

Eden, Dulles and Bidault Confer in London, and Submit Their Views to Russia on a Conference of the Big Four; Sir Winston Receives Mr. Dulles

SIR WINSTON COMES TO TOWN: The Premier on arrival at No. 10, Downing Street, last Sunday before he entertained to luncheon the Foreign Ministers of France and the United States, in company with Mr. Eden. He had driven up for the luncheon from Chartwell.



SIR WINSTON RECEIVES MR. DULLES: The Prime Minister seen with the United States Secretary of State, with Mr. Eden standing in between. Sir Winston entertained the Foreign Ministers to lunch at No. 10.

M. BIDAULT'S FAREWELL: The French Foreign Minister has a word with Mr. Eden before leaving No. 10, Downing Street. On the right stands M. Massigli, French Ambassador to the Court of St. James's.

The Home News in Pictures

THE RETURN FROM KOREA

The "Empire Orwell" Docks at Southampton with Returning Prisoners of War; A New Reservoir near London; the Cesarewitch Stakes; the Funeral of the Duke of Bedford; a Plaque for Captain Marryat; and other Pictures

A GREETING FOR THE GLOSTERS—THE TROOPSHIP "EMPIRE ORWELL" DOCKING AT SOUTHAMPTON: The *Empire Orwell* brought home 150 ex-prisoners of war from Korea, including seventy-six officers and men of the Gloucester Regiment that won fame at the battle of the Imjin River in April 1951. Among the returning prisoners, who were welcomed by friends and relatives, was the Commanding Officer of the Glosters, Lieut.-Colonel J. P. Carne. The band of the Gloucester Regiment played as the soldiers came ashore.

LIEUT.-COLONEL CARNE WITH HIS WIFE AFTER DISEMBARKING FROM THE "EMPIRE ORWELL" AT SOUTHAMPTON: Colonel Carne was welcomed by Sir Edward Wetherall, the Colonel of the Regiment, and by the Mayor of Southampton and members of the Corporation. After coming ashore Colonel Carne spoke of the conditions that existed in Communist prisoner-of-war camps, which, he said, made some improvement as time went on, and he also paid tribute to the courage shown by British soldiers who had been prisoners of war.

THE NORTH DAM OF A GREAT NEW RESERVOIR UNDER CONSTRUCTION AT HILFIELD, NEAR WATFORD, IN HERTFORDSHIRE: Workmen are seen heeling-down layers of clay which will form the core of the dam. The reservoir is being constructed over ground that is rich in history as it was once the site of a Roman settlement. Near the reservoir is the eighteenth-century Sly's Castle, which was built by the Hon. George Villiers on the site of a Roman villa. Archæologists are keeping in constant touch with the contractors as it is hoped that the excavations will reveal much that is of historical interest. When it has been completed, the reservoir will cover 120 acres and will be one of the largest open-air reservoirs in the vicinity of London. As well as serving many of the new housing estates that are being built in the area, it will serve existing estates over an area of over 90 square miles, bounded by Watford, Radlett, Mill Hill and Wembley.

THE NEW DIRECTOR-GENERAL OF THE LIBERAL PARTY AT A LUNCHEON IN LONDON: With Mr. H. F. Harris are his wife (left) and Mrs. Lawrence Robson, wife of the president of the Party. The party, which took place at the English-Speaking Union building, was held so that Mr. Harris could meet members of the Liberal Party before the autumn campaign gets under way.

On right—

THE UP-STREAM RUBBLE TOE OF THE DAM UNDER CONSTRUCTION: In the background of this picture, the eighteenth-century Sly's Castle can be seen. The reservoir is being built to cope with the increased water consumption in the area around Watford, in Hertfordshire.

CHANTRY'S VICTORY IN THE CESAREWITCH STAKES: Mr. S. Ingham's Chantry (nearest the camera) is seen galloping into the lead from Mr. Stanhope Joel's Stem King (on right) and Papillio, owned by Sir Humphrey de Trafford. As is usual in the Cesarewitch, the interest in the race became keener as the twenty-five runners started climbing to the Bushes. There Jacmil was in the lead. As the Bushes were passed, K. Gethin took Chantry, the favourite, to the front, and both Papillio and Stem King started their run. Chantry, however, kept up his gallop and won by a length-and-a-half.

THE EX-PRESIDENT OF THE CAMBRIDGE UNIVERSITY BOAT CLUB AND THE NOMINEE FOR THE NEXT PRESIDENT: David Leadley (right), the ex-president of the Boat Club, is seen with J. A. N. Wallis, who has been nominated as the next president. Leadley, who rowed No. 5 in the crew which beat Oxford by eight lengths in the Boat Race last March, resigned from the presidency after he had failed an examination. His failure meant that a Government grant that was keeping him at Emmanuel College, where he was studying architecture, would not be continued. The nominee for the presidency rowed bow in the Cambridge crew last March. Another nominee has been Mr. Peter Brandt, who is not a Blue. Brandt was nominated by a group of Trinity men.

THE FUNERAL OF THE DUKE OF BEDFORD: Seen at the funeral, which was held at Efford Crematorium, Plymouth, are, from left to right, the former Marquess of Tavistock, who now becomes the thirteenth Duke, the Dowager Duchess of Bedford, Lord Hugh Russell, a second son of the late Duke, and Lady Daphne, the daughter of the late Duke. The Duke was found shot in the grounds of his Devon home at Endsleigh after he had been reported missing. Police and gamekeepers searched for two days before his body was found. At the inquest the coroner stated that there was nothing to indicate that the Duke had died by anything other than an accident, and a verdict of accidental death was returned. The twelfth Duke of Bedford was born in 1888 and succeeded to the dukedom in 1940. During his life he espoused many and varied political and religious causes, always moved by a moral earnestness, but with a characteristic lack of logic.

THE L.C.C. GIVES A PLAQUE TO COMMEMORATE THE RESIDENCE OF CAPTAIN MARRYAT AT SPANISH PLACE, LONDON: The plaque was unveiled by Mr. Oliver Warner, who has written a biography of Captain Marryat. Members of the Council of the St. Marylebone Society were present at the ceremony. The design of the plaque is the usual blue and white, and reads: "Captain Frederick Marryat, 1792-1848, novelist, lived here." Marryat entered the Navy in 1806 and saw service throughout the world. He retired in 1830. Most of his experiences in the Navy were turned to good account in his many adventure books which have always been favourites of children of all ages. His best-known work is probably *Mr. Midshipman Easy*, which he wrote in 1836.

On left—

QUEEN LOUISE OF SWEDEN IS SPENDING A HOLIDAY IN THIS COUNTRY: The Queen is seen after her arrival at London Airport last week. She is staying with friends in this country, and, on November 2, she will be joined by King Gustav Adolf.

On right—

THE REMAINS OF A JET AIRCRAFT THAT CRASHED WITHIN 30 YARDS OF A SCHOOL: The aircraft, a Meteor of the Royal Air Force, caught fire in the air over Upper Basildon, Berks, and narrowly missed a school, where 160 children were just about to start their lessons. Mr. E. S. Nicholas, the headmaster of the school, said: "The plane was diving straight for us. At the last moment the pilot pulled out and cleared the roof by a few feet." The pilot was killed.

CHRISTIE'S RETURNS TO KING STREET

The Famous Art Dealers' Premises are Rebuilt After Being Bombed

For many years, Christie's, or to give the firm its full name of Christie, Manson and Woods, and King Street have been linked together. It was a great blow to the firm itself and to many art-lovers, when a German bomb destroyed the premises on April 16, 1941. Business was carried on "as usual" in St. James's Place, and during the Second World War, Christie's sales, most of them made at the St. James's Place premises, raised nearly £350,000 for the Red Cross.

The firm was founded by James Christie the elder, who started business in Pall Mall. During the lifetime of James Christie the younger, the firm moved to King Street in 1824, where it remained until 1941. It was not until 1859 that William and Edward Manson and Thomas Hoad Woods were taken into partnership. During its long lifetime, Christie's has become the recognised emporium for the disposal of nearly every kind of artistic property, especially paintings, and many famous and historic works of art have changed hands there. In 1912, Christie's was the scene of an auction that lasted twelve days, the entire cost being borne by the firm.

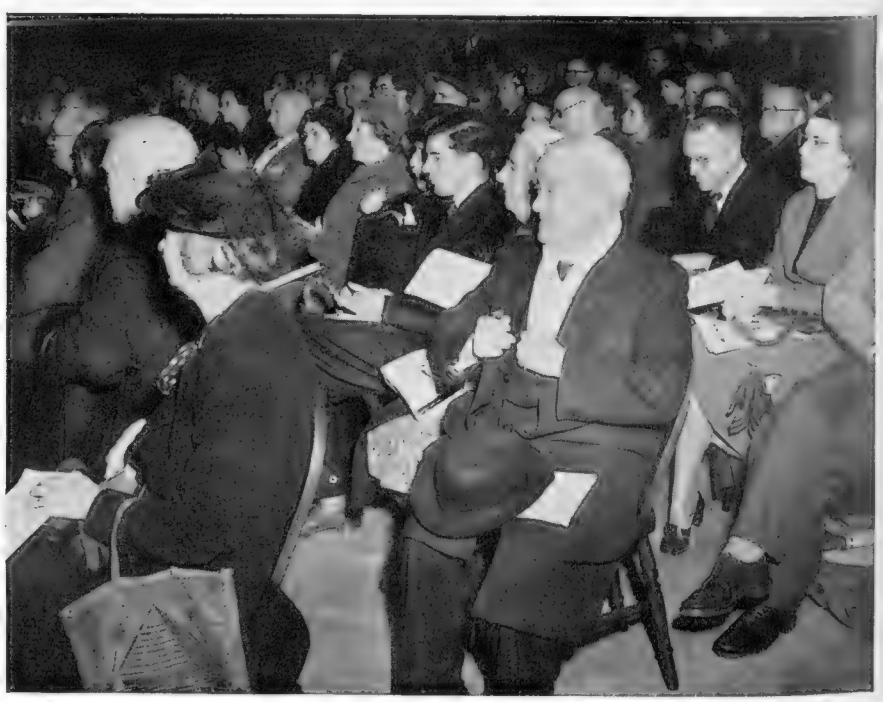
The rebuilt premises were officially opened by the auctioneer, Sir Alec Martin, who gave a short speech from the rostrum, which had been decorated with a horse-shoe tied in a red, white and blue ribbon. A reply was made to Sir Alec's speech by Mr. G. Agnew the art dealer, and the first picture, a gouache by Blarenberghe, was bought for Christie's for 18 guineas.

CHRISTIE'S RETURNS TO ITS ORIGINAL PREMISES, WHICH HAVE BEEN REBUILT: The auctioneer, Sir Alec Martin, awaiting bids on one of the lots during the first day's sale at the new premises. The original premises in King Street were bombed in April 1941, and have only recently been rebuilt.

THE FAÇADE OF CHRISTIE'S REBUILT PREMISES IN KING STREET: Buyers are seen leaving after the first sale to be held in this building. Business on the first day was taken up with the sale of the Cowper collection of pictures and drawings from Panshanger, Herts. At the end of the day it was announced that Sir Alec Martin had disposed of 154 lots for a total price of £7,808.

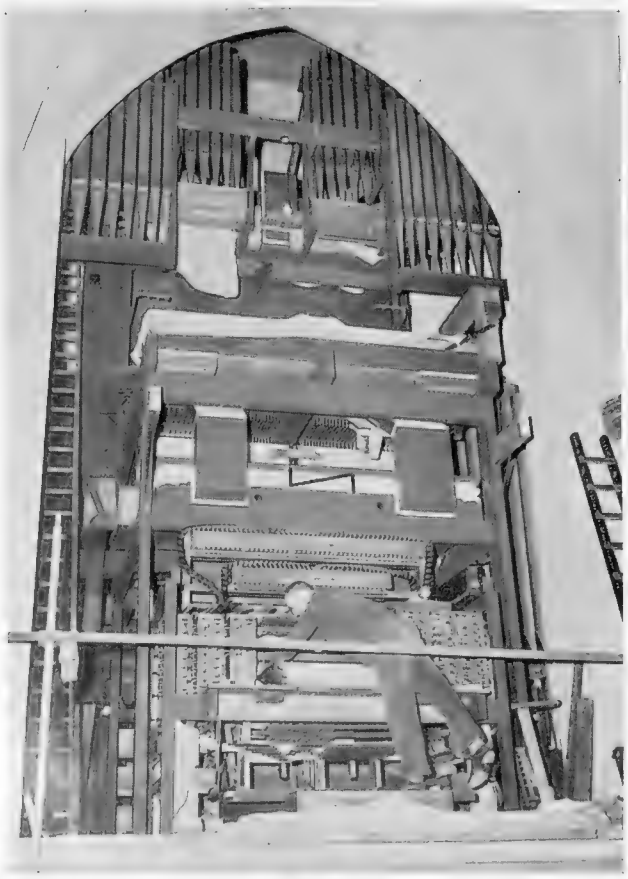
A DISCUSSION BEFORE THE START OF THE SALE IN KING STREET: Sir Alec Martin, the auctioneer, is seen in conversation with Mr. I. Chance, a director of Christie's, and Lord Rosse.

INSPECTING PAINTINGS BEFORE THE SALE BEGINS: Mr. Charles Bohm, nearer the camera, and Mr. E. Slatter are seen inspecting some of the paintings from the Panshanger collection. *On right*—Some of the interested viewers and buyers who attended the first sale to be held at the new premises.



RESTORATION OF THE TEMPLE'S "PARISH CHURCH" NEARS COMPLETION

After Many Years' Work, the Badly War-Damaged Temple Church is Made Ready for its Forthcoming Rededication



THE NEW ORGAN FOR THE RESTORED TEMPLE CHURCH: The instrument is the gift of Lord Glentanar, a Bencher of the Middle Temple. It weighs 20 tons and has 5,000 pipes. The rebuilt church was to have been rededicated by the Archbishop of Canterbury on November 16, but last week it was announced that the ceremony would have to be postponed until a much later date.

Owing to the lack of progress in the extensive reconstruction of the famous Temple Church, the special service of rededication, arranged for November 16, has had to be postponed indefinitely. Restoration work began five years ago, but the shortage of stonemasons has impeded the work. Modelled on the Church of the Holy Sepulchre, Jerusalem, the Temple Church belongs to both Inns of Court. The Round Church, built by the Knights Templars in 1185 as an expression of thankfulness for their return from the Crusades, escaped complete destruction in the blitz, but the adjoining "square" church, built 100 years later, was completely gutted. It is the "square" church which is now being restored. Inside the church eight new slender Purbeck marble pillars, each bearing a weight of 80 tons, have been erected to support the vaulted roof, and a new organ has been installed.

Within the Round Church itself the famous effigies of the Knights Templars have been protected since the war by brick and cement, while the pillars supporting the great groined roof have been reinforced with steel girders. In 1947 there was an astonishing piece of news when it became known that ill-disposed persons had broken into the vaults of the church, smashing coffins and scattering bones on the floor. To most students of London history and antiquarians this was an event of some significance, for it was not widely known to the outside world that these vaults existed.

LOOKING EAST IN THE PARTLY-RESTORED TEMPLE CHURCH: The view shows some of the new Purbeck marble columns, each of which bears a weight of 80 tons, and each leaning out of plumb approximately 3 to 4½ ins.—as were the original columns. The great Renaissance reredos, designed by Sir Christopher Wren, has been brought back after being in the Bowes Museum, Durham, for approximately 100 years. It has been said that it hides too much of the stained-glass window—the gift of the Painters' and Glaziers' Company.

PREPARING THE PORCH AND DOORS FOR THE REBUILT CHURCH: *Left*—A stonemason is seen at work on the new south porch of the church. Just above the porch on the left-hand side is seen the roof of the celebrated Round Church, which has not yet been repaired. *Right*—A craftsman prepares the wrought-iron hinges of the church doors as the work of restoration nears completion. Like many other buildings in the Temple, the church was destroyed by fire during 1941.

THE SOUTH BANK, SITE OF THE LONDON COUNTY COUNCIL'S PERMANENT DEVELOPMENT SCHEME: A view from Waterloo Bridge of the downstream part of the South Bank riverside walk as it appears to-day. Part of the Royal Festival Hall is seen on the left, while beyond Hungerford Bridge are Big Ben and the Houses of Parliament. This South Bank site was established for the Festival of Britain in 1951, a part of the riverside front having been reclaimed from the Thames. The new permanent scheme provides for a number of large public buildings and offices, as well as a hotel and a theatre, all of which will be attractively and spaciously laid out and set back from the actual river-front.

THE DEVELOPMENT OF THE SOUTH BANK

The London County Council Have Announced Their Imaginative Proposals for Developing this Vital Site on the Thames

HOW THE SOUTH BANK WILL LOOK WHEN IT IS COMPLETED: This model gives a view of the proposed scheme from the north side of the river. In the centre is Hungerford Bridge. The tall building to the right of the bridge is the proposed office block, and in front of that the hotel. Between the hotel and County Hall is the site for the National Theatre.

ANOTHER VIEW OF THE PROPOSED LONDON RIVERSIDE BETWEEN WESTMINSTER AND WATERLOO BRIDGE: Between Waterloo Bridge (left) and Hungerford Bridge is another proposed block of offices. In front of it, on the right, is the present Festival Hall, and on the left a proposed Government reception centre and art gallery. On the roof of Waterloo Station, in the background, it is hoped to establish a helicopter landing-ground.

The announcement of the plans for the proposed development of the South Bank by the London County Council means more than just another building plan on an important site. These imaginative proposals show that it is the intention of the authorities to develop fully the south side of the Thames, which has for so long been neglected by Londoners.

The area covered by the L.C.C.'s proposal lies between Westminster Bridge and Waterloo Bridge, and stretches back from the river front to York Road. Dominating the site will be a twenty-five-storey skyscraper block of offices, which will be the highest fully-occupied building in London. Apart from this office block, there will be two smaller buildings designed for offices, one behind the present Festival Hall and the other opposite Waterloo Station. Another feature of the scheme is the proposal for a new Air Terminal. The new building would include reception halls and a restaurant, while below ground there would be space for the arrival and departure of coaches. On the roof of Waterloo Station it is envisaged that a helicopter landing-ground should be established.

The proposed new hotel on the South Bank should prosper, with the airways and railway terminals so close. The main block will be eleven storeys high, and there will be an additional four-storey section to the hotel. Near the hotel, and almost next to County Hall, is the proposed National Theatre. This was previously to have been built near the Festival Hall, but its new site will prevent any clash of architectural personalities. Just below Waterloo Bridge, there will be a Government conference and reception centre, which is to be connected to the Festival Hall by a long art gallery.

This scheme is only one phase in the L.C.C. development of the South Bank which will eventually continue to Southwark Bridge, and may well include further riverside reclamation works of an important character.

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A DIVERSE GROUP OF PEOPLE

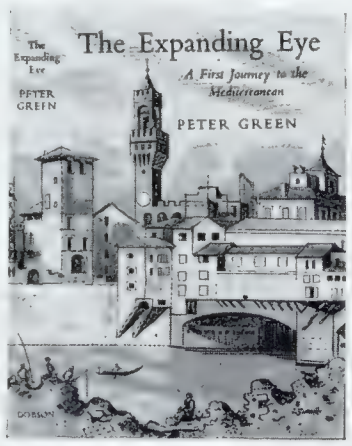
This Week's Books Deal Mainly With the Lives of People, Ranging from a Musician to an Athletic Film-star

LIVES of music, of poetry, of letters, or lives of action as a sailor, an explorer or an athletic film-star—they are all there, if not for the choosing, then certainly for the reading, because this week's generous collection of books includes biographies and memoirs from as diverse a group of people as you could hope to find. First of all, SUITE IN FOUR MOVEMENTS (Heinemann. 16s.), the autobiography of Mr. Eric Coates, who not only wrote "The Knightsbridge March," which seems to have become part of our daily—or, more exactly, week-end—life, but is a composer of great variety, a conductor, an ex-viola player, and an extremely happy family man. Old aunts are in the habit of handing out free advice and it is usually both trite and unwelcome, but Mr. Coates tells us that he was blessed with an Aunt Eliza who had sterner (and more original) stuff in her. "Speak well back in your throat, Eric," she would say to him, "and remember you are descended from the Welsh Kings." I think you will agree that this is an admirable opening to one of the best-humoured and more modest autobiographies of the season.

TWO WORLDS FOR MEMORY (Sheed and Ward. 21s.) is a poet's story, for in this discursive and, for the most part, urbane volume, Mr. Alfred Noyes writes of his experiences over the years between Victorian Oxford and the Isle of Wight as seen in the last war. England and North America are his two worlds, not only the United States but Canada, and in those countries Mr. Noyes' acquaintance has included such figures as Admiral Jellicoe and J. B. Priestley, Swinburne, the Meynells, Theodore Roosevelt, Dean Inge, Asquith and Tree. There are some good anecdotes (though I know a better version of the one on p. 66), and some spirited attacks as well. Altogether the book of a man of firm convictions, who is as familiar with prejudice as he is with family affection and poetic expression.

Lady Emily Lutyens, granddaughter of Bulwer Lytton and widow of the architect Sir Edwin Lutyens, has been for the nearly eighty years of her life an indefatigable letter-writer, and it is a happy thing to reflect that so many of these letters and their answers have been preserved and form a kind of record of a Victorian girlhood. From 1887 to 1896, for instance, when she was growing from a child into a young woman, her correspondence with a clergyman fifty-eight years her senior still exists and is the basis of her enchanting book, A BLESSED GIRL (Hart-Davis. 21s.).

Sir Desmond MacCarthy has left some inimitable essays which have been selected and published under the title of HUMANITIES (Macgibbon and Kee. 15s.), and which give his friends and his appreciative readers another opportunity of enjoying the classical criticism, and the "easy, casual, parenthetical" talker's style, that Lord David Cecil describes in his preface. Here you may read MacCarthy on Sydney Smith, on Somerset Maugham and Noël Coward, on a 1917 glimpse of the Labour Party, on Chekhov, Ibsen and Leigh Hunt, and here you will find no single clumsy sentence, no banality, much penetration and no waspishness: a work to treasure as one would Hazlitt's.



IMPACT OF THE DEEP SOUTH: This is the neat book jacket of *The Expanding Eye: A First Journey to the Mediterranean* (Dennis Dobson. 15s.), by Peter Green. This illustrated book tells the story of the author's journey that he made four years ago and which made a most powerful impression upon him. It traces his progress through Italy and Sicily, and the integral change in his own outlook on life that resulted from it.

To the other side of the world and other preoccupations with a life-story of DOUGLAS FAIRBANKS—The Fourth Musketeer (Peter Davies. 15s.), written by his niece, Miss Letitia Fairbanks, and Mr. Ralph Hancock. If your own youth contains memories of this high-jumping, volatile, beaming star, you may enjoy this colourful version of his colourful career, with its enthusiasms and its occasional, rather endearing naïvetés. "The pair were mobbed to such an extent *that they had to spend one week-end at Lord Northcliffe's place on the Isle of Thanet and another at one of the country seats of the Duke of Sutherland.*" The extracts refer to a trip made by Doug and his bride, Mary Pickford, and the dilemma was theirs, but the italics are mine.

FLEET ADMIRAL KING (Eyre and Spottiswoode. 30s.) is the naval record of Admiral Ernest J. King who, during the last war, was both Commander-in-Chief of the U.S. Fleets and Chief of Naval Operations from 1941 to 1945, so that he was concerned both with the grand strategy of war and also the active measures necessary to carry it out. Admiral King has told his story to Commander W. M. Whitehill, and the collaboration has been proved a successful one in its lucidity and the value of its inside story.

In 1909, after nearly two years' silence, Dr. Frederick Cook sent a cable from the Shetland Isles: "Reached the North Pole April 21st, 1908." Five days later Peary claimed that he had, in fact, reached the Pole first, and the great controversy began. RETURN FROM THE POLE (Burke. 18s.) is Dr. Cook's own story of his exploration, as he wrote it between 1930 and 1935, and an extraordinary document it is, however it affects the discussion of the rival claims.

BLUE VEILS—RED TENTS (Hutchinson. 21s.) is the story of a journey across the Sahara undertaken with singular lightheartedness by two young Swiss, and described by one of them, M. René Gardi. Both of them appear to have been undaunted by the lack of cash or the lack of organisation and travelled by lorry, camel, train, plane and, very rarely, car. They remembered a great deal of what they had observed, and the chosen narrator has set it down freshly and with the help of scores of good photographs. The translation has been made by Mr. Edward Fitzgerald.

Miss Juliette de Bairacli Levy is one of those who not only enjoy the occasional company of gypsy friends but find in them a lifelong interest and study them in England and further afield in France, Turkey, Spain and North Africa. AS GYPSIES WANDER (Faber. 21s.) is an account of Miss Levy's experiences with them and should be of very real interest to lovers of Romany lore and present-day Borrovians.

Miss Joan Wake, in one of those complete contrasts that make the general reader's joy, has written a study in social history of a very different kind: the story of the rise in eminence of the Northamptonshire family of Brudenell, whose most notable member was the Earl of Cardigan, who led the Charge of the Light Brigade at Balaclava. THE BRUDENELLS OF DEENE (Cassell. 21s.) is rather specialised reading in its way, too, but should make the delight of archivists.

CLUBLAND HEROES (Constable. 15s.) is great fun in its way, for this is not so much a nostalgic excursion into the fiction we read when we were young, as an analysis of the reasons why we are inclined to feel—some of us—nostalgic in the first place. The authors whose heroes are examined by the clear intellect of Mr. Richard Usborne are Sapper, Dornford Yates and John Buchan, and the results of his immense and, I should say, enjoyable labours are very funny indeed.

The best of this week's novels is Mrs. Jacobine Hichens' immensely civilised story of love and loss among the intelligent young, TOUCH AND GO (Putnam. 12s. 6d.), which I read with real pleasure. This has been planned on a relatively small scale and none of the characters is notably romantic, dazzling, witty or otherwise eye-catching. What they do succeed in being is real people, and it is in her ability to give this life to her writing that Mrs. Hichens' talent lies.

I believe that THE FOOLISH IMMORTALS (Michael Joseph. 12s. 6d.) is the first full-length novel that Mr. Paul Gallico has written, and it has evidently been written with admirable sincerity though, to my mind, with a less praiseworthy sentimentality. The theme is an old American woman's search for longevity. She is immensely rich and powerful, handling her "empire" of business interests efficiently and ruthlessly, but she agrees to travel from California to Palestine with a cynical racketeer who tells her he has found the secret source of long life there. Accompanied by her beautiful, cold-hearted secretary and a tough Jewish soldier they make the journey, and in the new State of Israel they are all converted from their worldly aims to a new and selfless outlook. I am not concerned with whether that is too good to be true or, in other words, Not Like Life. My contention is simply that it is not like Art either.

THE SEAS SOUTH (Hodder and Stoughton. 12s. 6d.) is that excellent circumstance, a new story of adventure by Mr. S. B. Hough, and if you don't yet know his work I must recommend it to you most warmly. The present book is the story of a group of people who, after the war, buy shares in a big (75 tons, to be exact), ocean-going sailing yacht and, after a false start or two, sail it to North Africa as crew, expecting to pick up a charter there. I want you to read it for yourselves and feel the excitement of it as I did.

SIX OTHER NEW AUTUMN PUBLICATIONS.

For Ballet enthusiasts there are two books, both of which carry several illustrations. They are **THE ART OF BALLET** (T. Werner Laurie. 18s.), *by Audrey Williamson, which is a comprehensive guide to the subject, and* **MARKOVA: Her Life and Art** (W. H. Allen. 17s. 6d.), *by her partner, Anton Dolin. The first book, which is a revised edition, has a glossary of ballet terms.*

THE GIRLS FROM ESQUIRE (Arthur Barker. 15s.) *is a selection of stories from the American magazine, illustrated with 30 complementing Esquire cartoons. There is an introduction by Frederic A. Birmingham.*

This year's publication of **PEARS CYCLOPÆDIA** (A. & F. Pears. 12s. 6d.) *is the sixty-second edition of the popular ready reference for the Home, Office and Library. The Editor, L. Mary Baker, has been assisted in the publication by ten specialist associate editors.*

In **JUNGLE LORE** (Oxford University Press. 10s. 6d.), *Colonel Jim Corbett writes about the days of his youth and of his life spent in India's wild places.*

THE GOLDEN AGE OF TRAVEL (Andrew Melrose. 25s.), *edited by Helen Barber Morrison, is the title for a series of Literary Impressions of the Grand Tour in the eighteenth and nineteenth centuries.*

THE CREASEYS GO TRAVELLING

England's Most Prolific Author and His Family on a World Tour

After Ruby M. Ayres, upon whom does the mantle fall for prolific production? Undoubtedly John Creasey, the most inveterate novelist of our day who, by the age of nineteen, records that he had collected 740 rejection slips, but who now, at forty-nine, has so many novels to his credit that they are best listed in series—the Department Z Stories, the Dr. Palfrey Stories, the Tales of The Toff, and the many and various adventures of Inspector West. Recently, in search of a change of scene and new ideas, John Creasey fulfilled a long-felt want by going with his family on a world tour. ROUND THE WORLD IN 465 DAYS (Robert Hale. 18s.), written in collaboration with his wife, Jean, is an account of that adventure which took the Creaseys through most of the countries of the Commonwealth: through South Africa and Rhodesia, where their first impact with the native problem and the Apartheid laws of the Afrikaners produced a surprising reaction; to India, with its dirt, its dust, and its unending poverty; to Australia and New Zealand, where they found themselves in the midst of the 1951 dock strikes, and finally to Canada and the United States, those lands of vastly expanding production where the future is all in all. There is no doubt that Jean and John Creasey and their children learnt a lot on this global adventure; with their inquiring minds they were bound to do so, and the two authors, who take it in turns to push the narrative along, have a happy knack of conveying their newly-acquired impressions to the reader. There is no doubt that Jean and John and the boys had a grand time, an unforgettable time.

Robert Southey, with his clear and refreshing style, who possessed advanced ideas both in politics and religion, was the ideal biographer for Nelson, and despite Carola Oman's modern, substantial and scholarly life of the great naval commander, "a repast of well-documented information" it has been called, we turn naturally to Southey to reveal to us the atmosphere of those days and to see us through the turmoil of those times when a British sailor held both the broad and narrow seas and in so doing kept Napoleon from the mastery of the world. THE LIFE OF NELSON (Macdonald. 10s. 6d.) is undoubtedly Southey's greatest work, and this new edition, with an introduction and notes by E. R. H. Harvey, is most welcome. The vanity and sentimentality of Nelson's character were never lost sight of by the discerning Southey, who understood so well his sterner qualities as a man of action. The people of England knew and loved Nelson in his own day, and Southey showed in his biography how the people regarded his death as something more than a public calamity—"Men started at the intelligence and turned pale, as if they had heard of the loss of a dear friend." It was much the same public reaction, indeed, as that produced in wartime England by the news of the death of Franklin Roosevelt.

H. Shirley Smith, himself a leading builder of bridges, is the author of THE WORLD'S GREAT BRIDGES (Phœnix House. 15s.), a well-illustrated survey which takes us back to the earliest times when man first laid tree-trunks and flat stones across the streams. The author shows the birth of the modern bridge, the development of the cantilever principle, and the introduction of reinforced concrete which has probably produced its most graceful manifestation in the new Waterloo Bridge, the successor of John Rennie's nineteenth-century masterpiece. The final chapter is on "The Great Suspension Bridges of America," with particular reference to the two great structures which now add dignity and beauty to San Francisco's Golden Gate.

Etienne Gilson, thinking over the many women who have inspired poets and other creative artists, has produced a most erudite and entertaining anthology in CHOIR OF MUSES (Sheed and Ward. 12s. 6d.). His terms of reference are strict: the Muse must remain a Muse and not become a mistress; she must inspire rather as Laura inspired Petrarch as much by the serenity of her virtue as by her beauty. E. I. Watkin is another author who looks behind the face of genius, and in POETS AND MYSTICS (Sheed and Ward. 21s.) he attempts to assess the relationship between these two vocations. His is an intensely difficult task, and the author points to some artists who have often combined amazing spiritual perception with a whole galaxy of most unedifying characteristics. Wisely, Mr. Watkin attempts to reach no conclusions.

THE ADVENTURES OF A BALLET CRITIC (Cresset Press. 21s.) is an entertaining causerie by Richard Buckle. This is not so much a book about ballet as a book about people and events in post-war London and of a young man's struggle in running a ballet magazine against the usual fearful odds of the newspaper world.

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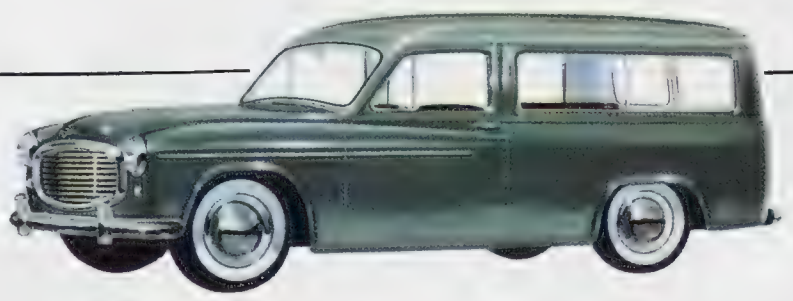

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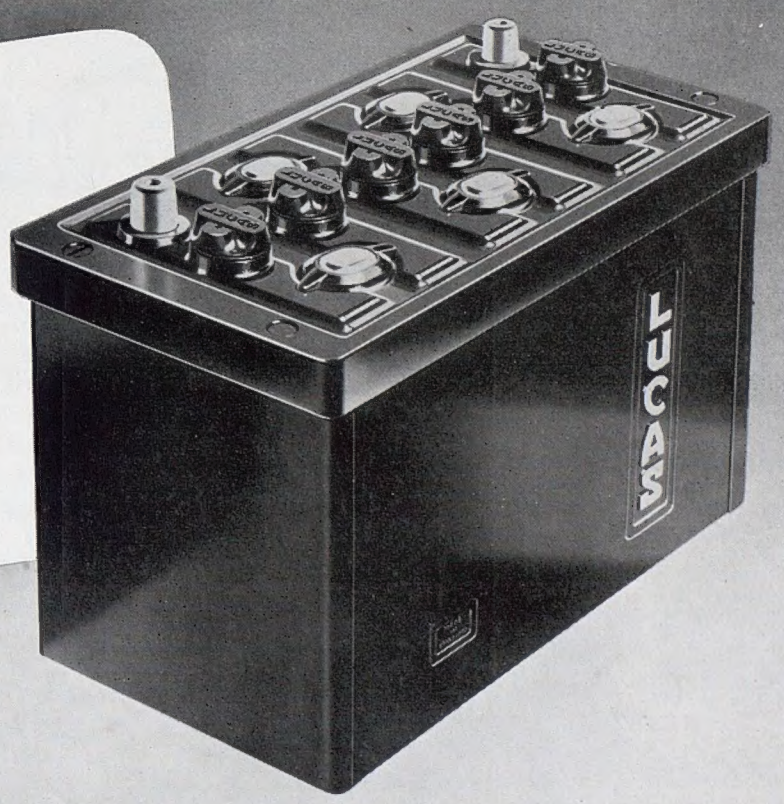

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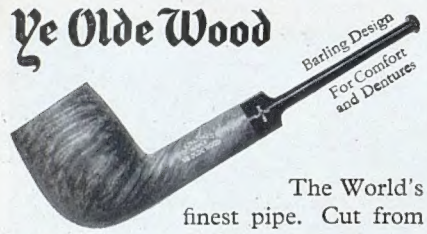

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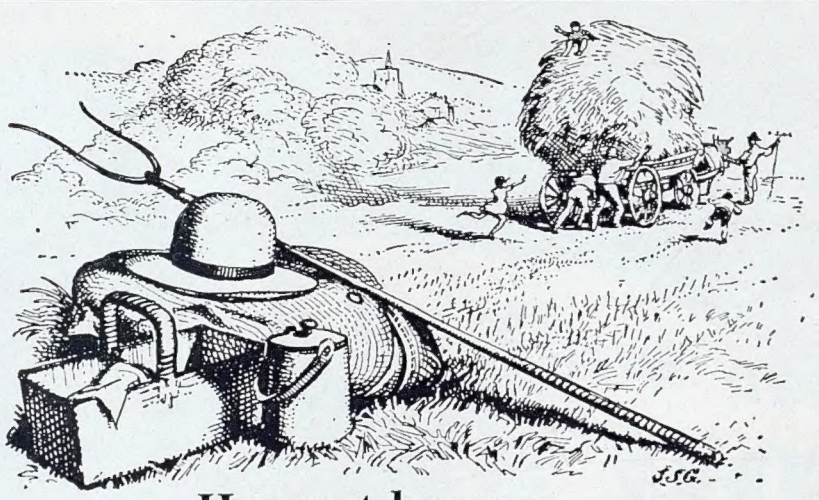

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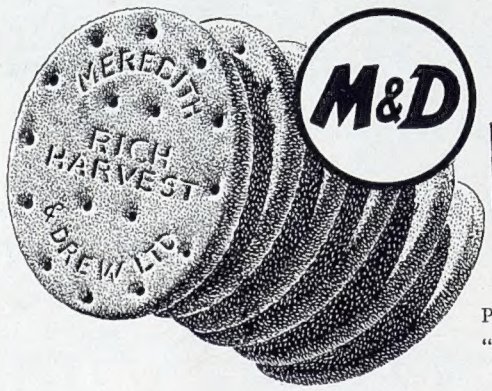

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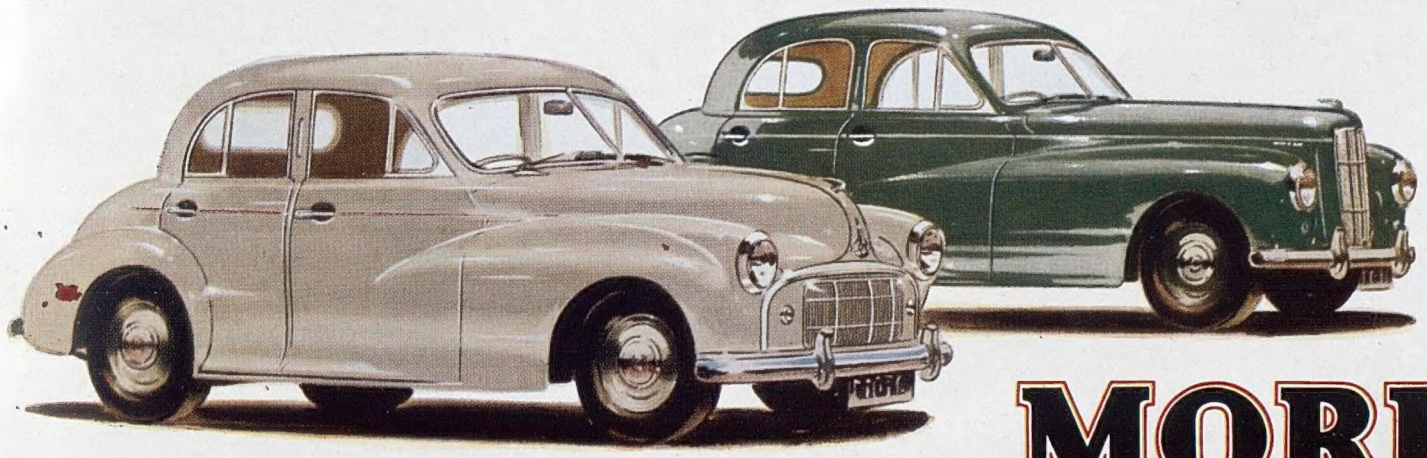

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